



NATIONAL DRAG RACING CHAMPIONSHIP REGULATIONS 2019-2020

Please read this document in conjunction with your Governing Body's Rules, General and Safety Regulations.

Should you have any questions, please contact your Drivers Representative or your Governing Body Head Office.

CHAMPIONSHIP GUIDELINES

Group Two Indexes: where different between the two Governing Body's shall be the slower of the two from the first event. *There will be no CIC index system in effect for this Series.* If a racer goes quicker than their index that index will change to the quickest E.T (if backed up within 1%) and softened by 0.1 at the next Championship Event.

Records: Any driver can set an NZDRA National record at any Championship event held at an NZDRA Sanctioned dragstrip. These tracks are: Tokoroa, Taupo, Masterton Motorplex and Motueka. Any driver can set an IHRA Track record at Meremere and Ruapuna. For the purpose of this Championship series, there will be no points awarded for a claimed record, either MPH or ET. The vehicle must adhere to the Sanctioning Body of that Event to be eligible.

Entry Fees:

Top Doorslammer, Top Alcohol	\$170
Supercharged Outlaw, Top Street, Sport Compact, Competition, Competition Bike	\$140
Super Sedan, Modified	\$110
Super Gas	\$100
Super Street	\$80
Screaming Eagle, Modified Bike	\$55
Junior Dragster, Teen Racing	\$Free
Each racer must also pay:	
IHRA Day Affiliation for NZDRA members racing at Meremere, Ruapuna	\$20
NZDRA Day Affiliation for IHRA members racing at Tokoroa, Taupo, Masterton, Motueka	\$30

Prizemoney, Travel & Trophies:

If a track pays prizemoney currently, these amounts will stay the same, in accordance with the relevant rulebook regulations for a National Series. Travel money will be paid according to the Track policy. Confirmation of this may be required on submission of entry, or at entry booth. Please check with the track secretary prior to the event for both prize and travel money schedules. Trophies will be awarded to the Winner and Runner-up in each division.

Points:	Final Placings	Qualifying		
	Winner	100 points	No 1: 8 points	No 5: 4 points
	Runner-up	80 points	No 2: 7 points	No 6: 3 points
	Semi-final	60 points	No 3: 6 points	No 7: 2 points
	Quarter-final	40 points	No 4: 5 points	No 8: 1 point
	Eight-final	20 points		

20 points will be awarded to each vehicle on confirmation of entry at event entry booth.
50 bonus points will be awarded at entry for the first inter-island event attended (either North or South).

Going into the final round of the series, a racer will be able to take the following points:

Group 1: Have 4 rounds of racing total, and can take through 3 rounds of full points

Group 2 & SCO: Have 8 rounds of racing total, maximum points going into the final 300 + 50 (interisland bonus)

Group 3 & 4: have 9 rounds of racing total, maximum points going into the final 350 + 50 (interisland bonus)

Should an event be abandoned at any time after qualifying has been completed but before the first round of eliminations for all classes, then entry and qualifying points will be awarded to competitors. If not all competitors in a round of racing have not faced the starter at the point of abandonment of the event, no Championship points will be allocated from that round. Points allocation in these instances will revert to the previous complete round of racing.

Penalties

All points will be removed from any competitor under-weight in any Group One or Two class. Points may also be removed from any competitor not in compliance with the rules and regulations as set out in your Governing Body's rulebook.

Qualifying – Non-Qualifiers

All racers must front with their class for qualifying. If you are not on the start line with the rest of your class, you will miss that round of qualifying. In addition, if for any reason you are able to make the start line but lose fire, we will allow a restart if your class is still on the track. However, if your class has finished its round of qualifying before you are ready, you will not be permitted to run. No test runs/qualifying runs outside of the class qualifying session. NO correspondence will be entered into.

Those who have entered to race, but are unable to qualify and want to persevere and get the car going for round 1 of eliminations are able to do so under the following circumstances:

- If the class has an unlimited field the racer will be added as bottom qualifier;
- If the class is an 8-car field such as Top Doorslammer, Top Alcohol, then the racer may be added as bottom qualifier if the class field size has not been reached;
- If there is more than one racer that fits this bill, in an 8-car field they will be drawn out of a hat to select which order they will qualify in at the bottom of the field

Qualifying Group One

All group one racers must qualify in alternate lanes, if a racer runs in the left lane for the first qualifying round and misses round two, then comes out for round three, they must then qualify in the right lane. There is to be no byes unless there is an odd number of vehicles. If deemed necessary to eliminate bye runs the start line officials may change the racers lane. Refusal to comply with the officials' request will result in the qualifying run being disallowed and possible disqualification at starters' discretion.

Event Abandonment – at Finals that are not Completed

When a class final is not completed at an event that has been abandoned the following conditions will apply:

- a. At abandonment of the event, the two vehicles will receive runner-up points and runner-up prize-money pending the outcome of the final race.
- b. Only the final will be contested at the next event.
- c. The race will be held in the 2nd qualifying session of the next event.
- d. The race will decide the winner of the previous event and will entitle trophies to be presented, winner and runner-up points to be awarded and winner top up prize-money to be awarded.
- e. If for any reason both vehicles do not present for the race, the race will not be held and awarded points and prize- money will stand from the abandoned event.
- f. If only one vehicle fronts for the final that vehicle must face the starter and accept the green to take the win.

Event Abandonment – at Semi Finals that are not Completed

When a class semi-final is not completed at an event that has been abandoned the following conditions will apply:

- a. Championship points will be awarded as the minimum potential that can be earned. (60 points)
- b. No prizemoney will be paid

Event Abandonment – at Quarter Finals or earlier rounds that are not completed

When a class quarter-final or earlier round has not completed at an event that has been abandoned the following conditions will apply:

- a. Championship points will be awarded to minimum potential at any point that can be earned after qualifying has been completed. (40 points)
- b. No prize-money will be paid.

Race Dates:

Date	Event	Track	City
27 October 2019	Round 1	Ruapuna Park	Christchurch
30 November 2019	Round 2 Super Street Nationals	Amisfield Airport	Tokoroa
29 December 2019	Round 3 Summer Nationals	Taupo	Taupo
11 January 2020	Round 4 Wellington Invasion	Meremere Dragway	Auckland
26 January 2020	Round 5	Ruapuna Park	Christchurch
1 February 2020	Round 6	Motueka Airport	Motueka
15-16 February 2020	Round 7 Auckland Invasion	Masterton Motorplex	Masterton
7-8 March 2020	Round 8 New Zealand Nationals	Meremere Dragway	Auckland
21-22 March 2020	Round 9 National Series Finals	Masterton Motorplex	Masterton

Track Classification:

Tokoroa	Group 4, 3 and Competition Bike – 1/4 mile
Motueka	Group 4, 3 – 1/4 mile, Group 2 - 1/8 mile
Masterton Motorplex	Group 4, 3, 2, 1 – 1/4 mile
Taupo	Group 4, 3, 2 – 1/4 mile
Ruapuna	Group 4, 3, 2 – 1/4 mile
Meremere	Group 4, 3, 2, 1 – 1/4 mile

CHAMPIONSHIP SERIES RULES

Licencing: For this Championship Series, IHRA licence procedures can only be performed at an IHRA sanctioned event (Meremere, Ruapuna). NZDRA licence procedures can be performed at all other tracks.

Bye Runs:

Bye runs must be made all categories. The driver must stage under the vehicles' own power and break the beam.

Credentials:

All drivers are to ensure that they have a current civil drivers licence, and that they hold a relevant Competition licence and Logbook. Both NZDRA and IHRA licences and logbooks will be accepted at all Championship Events. As per above clause under entry fee's a day affiliation fee will also be required by IHRA sanctioned events for NZDRA members, and at NZDRA sanctioned events for IHRA members.

Driver Safety:

For this Championship Series only, at IHRA Sanctioned Events FIA Suits are permitted up to SFI 3.2a/5, provided your vehicle is NOT running methanol.

Points:

Points are not transferable between divisions. Only one class change permitted within division to retain allocated points. (See relevant rulebook or Governing Body office) if intending to replace a vehicle)

Points are allocated to the competition number of the vehicle.

Multiple drivers – please see relevant rulebook for this process.

A competitor may change one division within a series. Points are not transferable between divisions.

NOTE: If a competitor changes a division within a series that competitor cannot go back to their original division within that season.

NOTE ALSO: If there are less than four cars in any division then the promoters can place those competitors into another division.

Top Alcohol and Top Doorslammer; whereas a minimum class of 4 is preferred, here is a breakdown of how the class will run should the minimum 4 car requirement not be met:

2 Cars = 3 Round Match Race, **1 Car** = Exhibition Only (qualifying points 10, attendance points 50)

Must run a minimum of three passes (excluding qualifying) to be eligible for prize money.

All points available and allocated from top down – winner gets 100, runner up 80 etc etc except for when only 1 car attends in which case entry points and attendance points of 50 will apply.

Points allocation when a class doesn't run and Racers are moved to another class:

For all classes except Top Alcohol and Top Doorslammer, if there are less than 4, that class may be merged into the next class at the Promoters discretion. All entry points, qualifying points and earned eliminations points from that days racing will be transferrable to the Racers actual class of entry. For example, John Doe enters to race in Top Street but there are not enough cars to run Top Street. John Doe is moved to Sport Compact and comes second in Sport Compact. All John Does' points earned in Sport Compact will be transferred to Top Street at the end of the event. That racer will be eligible for any class prizes that he/she earns in the class he/she runs in, and will receive a minimum of 60 points for competing in this class, (should they not progress through semi-finals)

If in the event of a tie for points at the Grand Finals the car/bike with the better placing at this event is declared the winner, i.e. most rounds or quicker E.T or higher MPH (and in that order).

Class Designations if Insufficient Numbers

Supercharged Outlaws drops into Modified.

Competition vehicles with supercharger, nitrous or turbos will be merged with Supercharged Outlaw, all other N/A Competition vehicles will merge into Modified class.

Competition Bike drops into Modified Bike class.

Top Street and Sport Compact combine. Top Street and Sport Compact drop into Super Sedan if there are insufficient numbers in both classes to run even when combined.

Modified drops into Super Sedan if insufficient numbers to run alone.

Prize-money

No prize-money will be paid if the event is abandoned prior to the quarter-finals.

Entry Fee

Entry fee will not be refunded but will be transferred to the next event unless it is the last scheduled event of the year.

Event Officials:

There will be an Official from each Governing Body in attendance at all Championship Events. However wherever possible, racers are to utilise their Drivers Representatives for any queries.

Rules and Regulations:

This Championship Supplement is to be read in conjunction with your Governing Body's Rulebook. All Safety and General Regulations of the Sanctioning Body for each event are to be adhered to.

This Championship Regulation Document is a working document, and as such, the Working Group that has developed this document reserve the right to amend or change any regulation as required.

After any such change, all racers, tracks and drivers' representatives will be made aware via the usual channels.

GROUP FOUR

SUPER GAS

Class Concept

A heads-up division for cars using a common fixed Elapse Time, presently set at 9.90 seconds, but may be amended by the Governing Body. Any body-style or type of car allowed.

Must meet Safety Regulations for type of vehicle running under 9.90 seconds. Please see the NZDRA rulebook for further rules and regulations. This division is not currently in the IHRA rulebook.

Division Requirements

NZDRA Unlimited Drag racing Licence required, or IHRA G2 or G3 drag racing licence.

Qualifying - Closest to index but not under.

Turnaround - Must be capable of 15-minute turnaround, timed from the last pairing.

Tree - .4 Pro

Tow Vehicle - Permitted for vehicles using parachute. See General Racing Regulations 2.22 & 2.26.

GROUP THREE

JUNIOR DRAGSTER

Class Concept

This division is intended to cater for competitors between the ages of 7 and 18 years, racing small replicas of dragsters and funny cars over a maximum of 1/8 mile. This is an introductory class intended to teach youngsters the fundamentals of drag racing.

These class regulations must be read in conjunction with the relevant General and Safety Regulations of your governing body. Please see the latest rulebook and check the relevant website for any amendments. Any competitor running faster than their allowed cutoff will be disqualified from the event. It is up to the Parent/Guardian to report these infractions to Track Officials as soon as possible.

BEGINNER (IHRA): Age 7 to 9 years only.

JUNIOR (NZDRA): Age 7 to 8 years only.

ET restricted to 11.90 seconds or slower based on ET dial-your-own. Breakout rules apply.

One warning will be issued if a competitor runs quicker than 11.70. If the competitor does this a second time at the same event, they will be disqualified from the event. Any competitor running quicker than 11.50 at any time will be disqualified for the remainder of the event.

ADVANCED (IHRA): Age 10 to 17 years.

INTERMEDIATE (NZDRA): Age 9 to 11 years.

ET restricted to 8.90 or slower based on ET dial-your-own. Breakout rules apply.

One warning will be issued if a competitor runs quicker than 8.70. If a competitor runs quicker than 8.70 a second time, at the same event, they will be disqualified from the event. Any competitor running quicker than 8.50 any time will be disqualified for the remainder of the event.

MASTER (IHRA): Age 12 to 17 years. Must meet all requirements for Advanced PLUS: minimum 1 full competition season mandatory. The competitor must provide documentation of experience and submit it with all license applications. Licensing by IHRA NZ or Track official after 3 approved runs between 7.90 and 8.90. Rack & pinion steering, and steel brake lines are mandatory. ET 7.90 or slower; maximum speed of 85 mph.

SENIOR (NZDRA): Age 12-18 years. ET restricted to 7.90 or slower based on ET dial-your-own. Breakout rules apply.

Note: Class requirements must be read in conjunction with General Racing Regulations 2.0 and Safety Regulations 5.0.

NZDRA Junior dragster Licence required: Parents/guardians are required to hold an associate licence and are also required to co-sign Entry Indemnity form. Refer Racing Credentials Section 3.0.

CLASS REQUIREMENTS

Qualifying: Best non-red reaction time.

Field Size: Unlimited

Turnaround: 15 minutes from last pairing.

Tree: .4 Full

Staging: Junior dragsters must stage under their own power unaided or disqualification will result (licencing runs excepted).

SUPER STREET**Class Concept**

This class of racing is intended for sedans running 11.00 seconds and slower over the 1/4 mile. Dial your Own handicap racing system. Teen racing may be incorporated into this class. If safety requirements are met, slicks are allowed. Vehicles are not permitted to dial in under 11.0 seconds. (Vehicles running 10.99 or quicker will be required to race in the Super Sedan division). Vehicles must have a current WOF, or be Tech Inspected. Tech Inspected vehicle drivers to hold relevant Competition drag racing licence. All Competitors are prohibited to cross the start line during burnouts, one warning given during qualifying, disqualification if start line crossed during eliminations.

Any runs under the minimum ET will result in **instant disqualification** during racing. It is up to the driver to report these infractions to the Track Officials as soon as possible. During qualifying, if competitor runs under the minimum ET (11.00) a warning will be issued, if the competitor re offends they will be disqualified for the remainder of the meeting. Sand Bagging is prohibited, one warning will be issued. If a competitor re offends they will be Disqualified for the remainder of the event, this ruling will be up to the discretion of the Track Official.

Qualifying – Best non-red reaction time.

Field Size – Unlimited

Turnaround - Must be capable of immediate turnaround.

Tree - .4 Full

Class Requirements and Specifications

NZDRA Competitors must hold a civil drivers licence, Sportsman license required if competing in NZ Championship, Refer Racing Credentials Section 3.0. If teched must hold full civil licence. **Note:** Class requirements must be read in conjunction with the NZDRA General Racing Regulations 2.0 and Safety Regulations 5.0. This bracket mirrors Section (A), Part 2, of Sportsman Regulations at Competition events. Slicks permitted at Competition events - must be tech inspected and have roll bar/cage. See Safety Regulations 5.62 & 5.63.

IHRA Competitors must hold at a minimum a restricted civil drivers licence. If vehicle is teched, competitor must hold an IHRA or recognized drag racing licence.

SAFETY EQUIPMENT Seat belts, full-face helmets and closed shoes mandatory. All rotary powered vehicles must have a 6mm steel bell housing or flywheel shield covering at least 180 degrees of the flywheel/clutch. An SFI flywheel blanket is also acceptable.

TYRES it is highly recommended that if your vehicle has radial tyres on the front and you want to fit DOT drag race tyres, that radial DOT drag race tyres are fitted to the rear. If your vehicle has DOT race tyres (e.g. ET Streets/Quick Times) it is recommended that Front Runners are fitted to the front. Slicks permitted if vehicle has been teched and has roll bar/cage and 5-point harness.

VEHICLE Must be full-bodied car, ute, van or SUV. Vehicle must pass scrutineering on race day and have a current WOF and registration or; current tech and log book. Battery must be secure, and radiator must have a catch can.

ELECTRONICS are prohibited (delay boxes).

TEEN RACING (TR)

TR is an IHRA class, and as such, licencing must be conducted at an IHRA sanctioned event. TR allows youth ages 13 to 17 the opportunity to race in full-bodied street vehicles, with no need to buy a special vehicle. A Co-Driver accompanies the TR on all runs to act as a coach and to join in the fun. The TR program is an inexpensive way for families to get involved in drag racing and another chance for parents to cultivate a close working relationship with their children. All races are conducted over a distance of 1/4 mile with an ET dial-in format and will compete with Super Street.

REQUIREMENTS & SPECIFICATIONS**CO-DRIVER**

The Co-Driver must be the driver's parent, legal guardian, or adult 25 years of age or older and must hold a valid full civil driver's license for more than two years. The Co-Driver must be seated in the passenger seat of the vehicle any time the Driver is in the driver's seat. Co-Driver must drive the vehicle in the pits, into the staging lanes, and on the return road past the time slip booth.

DRIVER

Youth ages 13 to 14 limited to 17.0 seconds or slower, youths 14 to 15 limited to 16.0 seconds or slower, youths 15 to 17 limited to 15.0 seconds or slower (up until they have achieved a restricted civil driver's license) may be licensed to compete in TR. All runs must be made with an approved Co-Driver (see above). A photocopy of every competitor's birth certificate must accompany all license applications. Both the competitor and Co-Driver must sign entry and indemnity forms. Vehicle owner must also sign forms if not the Co-Driver.

LICENSE

All competitors must be licensed by an **IHRA NZ Track Official, at an IHRA sanctioned event.** The licensing procedure includes Vehicle Orientation, a Basic Driving Test, and a minimum of six approved runs, as follows. An Official or Co-Driver must be in the vehicle at all times. To satisfy Vehicle Orientation requirements, licensee must demonstrate familiarity with all of the vehicle's primary controls such as pedals, steering, shifter, lights, etc. Drivers must perform this orientation test for each vehicle entered in competition. Licensee must complete a Basic Driving Test, demonstrating the ability to start the vehicle, select gears, turn, brake, and stop proficiently.

The Official will make one run with the Licensee as a passenger. This will allow the Official to determine the safety and eligibility of the vehicle per Elapsed Time limits, and orient the Licensee to track fixtures, starting line, timing system, return road, time slip booth, etc. If approved by the official the licensee must make a minimum of three (3) approved runs with the Official as co-driver.

The Licensee must then make a minimum of three (3) approved runs with the assigned Co-Driver, witnessed by the Official. If passed, the Official and Co-Driver sign the driver's licence.

Officials will deny a license to a driver they feel cannot handle the vehicle. Driver may only drive vehicle from the staging lanes and on the track. The Co-Driver must drive the vehicle at all other times.

SAFETY EQUIPMENT

Seat belts, helmets and closed shoes are mandatory for both driver and co-driver.

VEHICLE

The vehicle must be full-bodied car, truck, van, or SUV. Convertibles, Jeeps, motorcycles and race cars prohibited. Vehicle must pass IHRA NZ scrutineering (a T must be put behind the race number to denote Teen Racing) and a current WOF and registration.

Mufflers and street tyres are mandatory (no ET Streets or Quick Times etc). Electronics prohibited (delay boxes).

Any runs under the minimum ET will result in instant **DISQUALIFICATION**.

Sand Bagging is prohibited, one warning will be issued. If a competitor re offends they will be disqualified for the remainder of the event, this ruling will be up to the discretion of the Track Official.

LEARNERS LIMITED LICENCE (LLL)

This is an NZDRA licence category, and as such, licensing must be conducted at an NZDRA sanctioned event. Compulsory for 16 – 18-year old competitors on a learners civil drivers licence who want to run in Super Street, Modified or Modified Bike. Restricted to ET of 13.00 seconds or slower in classes Super Street, Modified and Modified Bike (on a LAMS approved Bike of 300cc or less) only. Must have at least 10 meetings experience in the previous two years in racing as evidenced by production of a logbook when applying for this licence.

Learners Limited Licence Application Runs - Compulsory

1. Burnout and half pass
2. Followed by two full, hard passes, completed to the satisfaction of the Area Steward or designated official.

MODIFIED BIKE

Class Concept

This category is specifically for all classes of bike (including Cam Am Spyderys). Dial your own handicap racing system. Bikes must comply with safety regulations pertaining to the speed of the motorcycle. Bikes must display class designations with their competition number. If numbers allow class can be split into two classes, 10.99 and quicker and 11.00 and slower (at the promoter's discretion).

Qualifying – Best non-red reaction time.

Field Size – Unlimited

Turnaround - Must be capable of 30-minute turnaround, 15 minutes with notification from race control

Tree - .4 Full

REQUIREMENTS AND SPECIFICATIONS

See relevant rulebook

SCREAMING EAGLE

Class Concept

This class of racing is intended for street ridden bikes, which race on a Dial Your Own handicap racing system. Must have a Harley Davidson or Buell based engine, all bikes are to be road bikes with a current WOF and Registration, if running under 10.00 the bike must also have an IHRA NZ or recognized drag racing tech. No wheelie bars or air shifters (electronic assist) permitted.

Qualifying – Best non-red reaction time.

Field Size – Unlimited

Turnaround - Must be capable of 30-minute turnaround, 15 minutes with notification from race control

Tree - .4 Full

REQUIREMENTS & SPECIFICATIONS

These class regulations must be read in conjunction with the relevant General and Safety Regulations of your governing body. Please see the latest rulebook and check the relevant website for any amendments.

LICENCE

All competitors must hold a minimum of a civil bike rider's licence; under 11.00 must also hold a relevant drag racing licence. Open to all NZDRA and IHRA competitors.

SAFETY EQUIPMENT

As per Modified Bike.

MOTORCYCLE

Must have a Harley Davidson or Buell based engine, all bikes are to be road bikes with a current WOF and Registration, No wheelie bars or air shifters (electronic assist) permitted. No slicks allowed.

SUPER SEDAN**Class Concept**

This division caters for a wide range of sedan-based vehicles running on a self-nominated handicap of 10.99 seconds or quicker over the 1/4 mile. Vehicles do not have to run 10.99 or quicker to qualify but cannot dial in slower than 10.99 during eliminations.

Qualifying – Best non-red reaction time.

Field Size – Unlimited

Turnaround - Must be capable of 15-minute turnaround.

Tree - .4 Full

Tow Vehicles – Permitted if parachute required

BURN OUTS

Burnout rules apply according to the Sanctioning Body of the Event. Please be aware that vehicles may be prohibited to cross the start line during burn outs, one warning given during qualifying, disqualification if start line crossed during eliminations. This may come into play at any Event, should timing require it. This is up to the discretion of the Race Director.

REQUIREMENTS & SPECIFICATIONS**LICENSE**

All competitors must hold a minimum of a restricted civil driver's licence; and the competitor must hold either an IHRA or NZDRA drag racing licence. Please see relevant rulebook for credentials required.

SAFETY EQUIPMENT

IHRA Competitors: For safety requirements please go Safety Regulations section 3.0 and read in conjunction with the Safety Reference Chart.

NZDRA Competitors: Class requirements must be read in conjunction with the General Racing Regulations 2.0 and Safety Regulations 5.0

VEHICLE

Must be full-bodied car, ute, van or SUV. Vehicle must not be centre-steer, Pre 35 hot rods must run in Modified.

CLASS AND SAFETY REGULATIONS

These class regulations must be read in conjunction with the relevant General and Safety Regulations of your governing body. Please see the latest rulebook and check the relevant website for any amendments.

Safety regulations are speed/elapsed time related. Vehicles are recommended to follow the Top Street class regulations.

Note: Cars must be tech inspected (includes street Reg & WOF cars and those fitted with slicks).

Seating Position – must be left or right of centerline.

MODERN STREET VEHICLES (RUN AS PART OF SUPER SEDAN)

Currently an IHRA division, this class is designed for vehicles slower than 10.00 seconds, factory manufactured after 01/01/2008, must have current WOF and registration and may compete using standard sedan-based vehicles (and derivatives such as utilities and wagons), no convertible style vehicles permitted. Late model vehicles with a high centre of gravity (such as SUV and vans are not accepted) OEM equipment as minimum, Air bags/ABS must be in working condition if factory fitted. Prohibited modifications include any alterations to structural/floor pan/firewall and wheel tubs. Chassis must be factory stock, vehicle must be teched and driver must hold the relevant IHRA licence. Driver must have all current safety apparel and a fire extinguisher.

Must comply with the current IHRA rulebook.

This division can be contested at all Championship Events.

MODIFIED

Class Concept

This class of racing is intended for Dragsters, Funny Cars, Altereds and pre 35 hot rods (open wheeled vehicles) with no weight breaks which race on a Dial Your Own handicap racing system.

Qualifying – Best non-red reaction time.

Field Size – Unlimited

Turnaround - Must be capable of 15-minute turnaround.

Tree - .4 Full

Tow Vehicles: Permitted

REQUIREMENTS & SPECIFICATIONS

These class regulations must be read in conjunction with the relevant General and Safety Regulations of your governing body. Please see the latest rulebook, and check the relevant website for any amendments.

LICENSE

All competitors must hold a minimum of a restricted civil driver's licence; and the competitor must have an IHRA NZ or recognized Drag Racing Licence

Cars must display correct abbreviations with their competition number.

Tow Vehicles: Permitted See General Racing Regulations 2.22 & 2.27

SUPERCHARGED OUTLAW

Class Concept

(Group 3 Division, promoted similar to Group 1)

This category is specifically for Supercharged, Turbocharged or Nitrous Oxide powered Dragsters, Altereds, Funny Cars, and Sedans running on a maximum dial in of 8.00 and quicker. All vehicles must comply with safety regulations pertaining to type and class of vehicle.

Non-qualifiers from Top Alcohol and Top Doorslammer will be seeded in this field.

Qualifying – ET: Fastest to Slowest

Field Size – Unlimited

Turnaround - Must be capable of 60 minute turnaround from last pairing

Tree - .4 Full

Tow vehicles: Permitted See General Racing Regulations 2.22 & 2.27.

REQUIREMENTS & SPECIFICATIONS

LICENCE

All competitors must hold a minimum of a restricted civil drivers licence; and the competitor must have an IHRA NZ or NZDRA Unlimited Competition Drag Racing Licence

SAFETY EQUIPMENT

These class regulations must be read in conjunction with the relevant General and Safety Regulations of your governing body. Please see the latest rulebook, and check the relevant website for any amendments.

GROUP TWO

Recommendation: Chosen index to be the slower of the two.

TOP STREET**Class Concept**

This division is restricted to street appearing vehicles, which compete on the NZ National records as an index, must have the appearance of stock type headlight and tail lights in stock location. One operative tail light required.

Note: These class regulations must be read in conjunction with the relevant General and Safety Regulations of your governing body. Please see the latest rulebook and check the relevant website for any amendments.

Qualifying – Closest to or quicker than index

Field Size – Unlimited

Turnaround - Must be capable of 45-minute turnaround

Tree - .4 Full

Tow Vehicles: Permitted

CLASS REQUIREMENTS

All AA to GG vehicles with EFI will run on their own 'i' index. E.g. CC/TSi. Please note, for this season, the EFI classifications will not be eligible for NZDRA National Records.

LICENCE

All competitors must hold a minimum of a restricted civil drivers licence; and must hold a relevant Drag Racing Licence.

Top Street – T/S Street appearing car with a full race chassis (tube car).

Modified Street – M/S Street appearing car with OME body/floor making up part of the integral structure of the chassis.

Weight Break Adjustments

IHRA - OEM type automatics and conventional clutched manual transmissions e.g. Turbo 400, Powerglide, Muncie, C4/C6, Top Loader, T5/T6, Torqueflite equipped vehicles may weigh 90kgs less for class (after-market planetary type and race manuals e.g. B&J, Lenco drive, Liberty and G Force not eligible).

Weight Break Adjustments –

NZDRA - OEM* type automatics and conventional clutched manual transmissions e.g. Turbo 400, Powerglide, Muncie, C4/C6, top loader, T5/T6, Torqueflite equipped vehicles may weigh 90kgs less for class (aftermarket planetary-type and race manuals e.g. B&J, Lenco drive, Bruno drive, Liberty and G Force not eligible).

Vehicles may weight 50kg less for class regardless of what fuel type they use.

* OEM means 'original equipment manufacturer', a producer of mass production vehicles available to the general public. Components accepted as OEM include those from the manufacturers' suppliers; where they were originally fitted on the production line, or by a factory dealer or agent. OEM type automatic transmissions means automotive type automatic transmissions using original or aftermarket replacement case/housing and torque converter

WEIGHT BREAKS

T/D As per T/D class requirements. Index based on T/D national record.

XX/TS XX/MS 85kgs to 124kgs per litre supercharged

XX/TSi XX/MSi 85kgs to 124kgs per litre supercharged EFI

X/TS X/MS 85kgs to 124kgs per litre naturally aspirated

AA/TS AA/MS 125kgs to 154kgs per litre supercharged

AA/TSi AA/MSi 125kgs to 154kgs per litre supercharged EFI

A/TS A/MS 125kgs to 154kgs per litre naturally aspirated

BB/TS BB/MS 155kgs to 184kgs per litre supercharged

BB/TSi BB/MSi 155kgs to 184kgs per litre supercharged EFI

B/TS B/MS 155kgs to 184kgs per litre naturally aspirated

CC/TS CC/MS 185kgs to 209kgs per litre supercharged

CC/TSi CC/MSi 185kgs to 209kgs per litre supercharged EFI

C/TS C/MS 185kgs to 209kgs per litre naturally aspirated

DD/TS DD/MS 210kgs to 234kgs per litre supercharged

DD/TSi DD/MSi 210kgs to 234kgs per litre supercharged EFI

D/TS D/MS 210kgs to 234kgs per litre naturally aspirated

EE/TS EE/MS 235kgs to 254kgs per litre supercharged
 EE/TSi EE/MSi 235kgs to 254kgs per litre supercharged EFI
 E/TS E/MS 235kgs to 254kgs per litre naturally aspirated
 FF/TS FF/MS 255kgs to 254kgs per litre supercharged
 FF/TSi FF/MSi 255kgs to 254kgs per litre supercharged EFI
 F/TS F/MS 255kgs to 274kgs per litre naturally aspirated
 GG/TS GG/MS 275kgs or more per litre V8s supercharged
 GG/TSi GG/MSi 275kgs or more per litre V8s supercharged EFI
 G/TS G/MS 275kgs or more per litre V8s naturally aspirated
 HH/TS HH/MS Restricted to six cylinders or less. 300kgs or more per litre supercharged two valve engines or 400kgs or more where more than two valves per cylinder are used.
 H/TS H/MS Restricted to six cylinders or less. 300kgs or more per litre naturally aspirated two valve engines or 400kgs or more where more than two valves per cylinder are used.
 RR/TS RR/MS 450kgs or more per litre supercharged / turbocharged rotary engines only.
 R/TS R/MS 450kgs or more per litre normally aspirated rotary engines only.

SPORT COMPACT

Class Concept

This division is restricted to 4, 6 and Rotary powered sedan vehicles, which compete on the NZ National records as an index. Any type of fuel injection/carburetor permitted. Must have the appearance of stock type headlight and tail lights in stock location. One operative tail light required.

Note: These class regulations must be read in conjunction with the relevant General and Safety Regulations of your governing body. Please see the latest rulebook and check the relevant website for any amendments.

LICENCE

All competitors must hold a minimum of a restricted civil drivers licence; and must hold a relevant Drag Racing Licence.

Qualifying - Closest to or quicker than index.

Field Size - Unlimited

Turn Around - 45-minutes timed from last pairing.

Tree - .4 Full

Tow Vehicles – Permitted

CLASS REQUIREMENTS

Pro Import – P/I Naturally Aspirated, Turbo-charged, Nitrous Oxide or Super Charged engine's only, (maximum 2 power adders allowed) in a full tube chassis in Two wheel drive or four wheel drive. Any automotive production type 4 cylinder, 6 cylinder or Rotary engine. Minimum weight breaks based on engine size/capacity.

Sport Mod – S/M Naturally Aspirated, Turbo-charged, Nitrous Oxide or Super Charged engine's only, (maximum 2 power adders only). Back halved cars not permitted, must have standard OME floor pan with Two Wheel Drive or Four Wheel Drive. Any production type automotive 4 cylinder, 6 cylinder or Rotary engine. Minimum weight based on engine power adder combination. The following restrictions – front upper & lower frame mounting point for strut assemblies must be in factory location. Two Wheel Drive limited to 9" wide slicks / DOT tyres maximum 28 inch diameter. Four Wheel Drive limited to 8.0" wide slicks / DOT tyres.

Street Import – ST/I same as the Sport Mod rules with these extra restrictions: Must retain OEM transmission cases, however dog gear sets (performance gear sets) inside OEM transmission cases permitted. Clutch must be used to shift gear. Rear tyres limited to 9-inch-wide & maximum 24.5 inch diameter.

Sport Compact is restricted to 4, 6, and Rotary powered vehicles with the emphasis on small engine technology. It is intended that the Pro Import Class will be the leading class of Sport Compact drag racing.

Sport Mod is the intermediate class of Sport Compact.

Street Import is the introductory class of Sport Compact.

Note- Class requirements must be read in conjunction with the General Racing Regulations 2.0 and Safety Regulations 5.0.

Pro Import – P/I will consist of: Full tube Chassis RWD or 4WD. Turbo-charged, Supercharged or Nitrous injected engine's only, (maximum 2 power adders). Any automotive 4 cylinder, 6 cylinder or Rotary engine. Minimum weight based on engine power adder combination. Any motor chassis combination (including front wheel drive).

Sport Mod – S/M will consist of: Standard floor-pan (back halved cars not permitted) RWD or 4WD, Turbo-charged, Supercharged or Nitrous injected engine's only, (maximum 2 power adders). Any automotive 4 cylinder, 6 cylinder or Rotary engine. Minimum weight based on engine power adder combination. Any motor chassis combination (including front wheel drive).

Sport Mod will also have the following restrictions as stated in class regulations:

Front frame: Upper & lower mounting point for strut assemblies must be in factory location, spring platforms may be modified.

Tyre limits: RWD limited to 9 inch wide slicks / DOT tyres no more than 28 inch high. 4WD limited to 8.0" wide slicks (All tread width measurement) or any size DOT tyres with WOF legal tread.

Street Import – ST/I Will follow the Sport Mod rules with the following restrictions: OEM transmissions only, no dog gears or performance gear sets permitted (Clutch must be used to shift gear). Rear tyres limited to 9 inch wide and no more than 24.5 inch high or any size DOT tyres with WOF legal tread.

Minimum Weights - Pro Import – P/I

P/I – A 4 rotor 1090Kg. 2 power adders allowed, no weight penalty.

P/I – B 3 rotor 998Kg. 2 power adders allowed, no weight penalty.

P/I – C 2 rotor 885Kg. 2 power adders allowed, no weight penalty.

P/I – D 6 cylinder or 4 cylinder over 3 litre 1090Kg. 2 power adders allowed, no weight penalty.

P/I – E 4 Cylinder under 3 litre 885Kg. 2 power adders allowed, no weight penalty.

Note – All weights include driver

Minimum Weights - Sport Mod – S/M

S/M – B 3 rotor 1100Kg. For second power adder add 90 Kg.

S/M – C 2 rotor 950Kg. For second power adder add 50 Kg.

S/M – D All 6 cylinder or 4 cylinder over 3 litre 1160Kg. For second power adder add 90 Kg.

S/M – E 4 Cylinder under 3 litre 950Kg. For second power adder add 50 Kg.

Note- All weights include driver

Minimum Weights – Street Import – ST/I

ST/I – B 3 rotor 1050Kg. For second power adder add 90 Kg.

ST/I – C 2 rotor 900Kg. For second power adder add 50 Kg.

ST/I – D All 6 cylinder or 4 cylinder over 3 litre 1110Kg. For second power adder add 90 Kg.

ST/I – E 4 Cylinder under 3 litre 900Kg. For second power adder add 50 Kg.

Note- All weights include driver

COMPETITION ELIMINATOR

Class Concept

This Division is for Altereds, Funny Cars, and Dragsters, designed specifically for drag racing.

All AA to EE vehicles with EFI will run on their own i index. E.g. AA/FCi - Please note, for this season, the EFI classifications will not be eligible for NZDRA National Records.

CLASS REQUIREMENTS

Note: These class regulations must be read in conjunction with the relevant General and Safety Regulations of your governing body. Please see the latest rulebook and check the relevant website for any amendments.

LICENCE

All competitors must hold a minimum of a restricted civil drivers licence; and must hold a relevant Drag Racing Licence.

Qualifying – Closest to or quicker than index.

Field – Unlimited

Tree - .4 Pro

Turnaround – 45-minute turnaround timed from the last pairing

Tow vehicle - Permitted

WEIGHT BREAKS

Minimum weight in A/-, AA/-, B/-, and BB/- classes is 600 kg, all others 475 kg.

AA/A 125 kgs or less per litre supercharged

AA/Ai 125 kgs or less per litre supercharged EFI

A/A 125 kgs or less per litre naturally aspirated

BB/A 126 kgs to 155 kgs per litre supercharged

BB/Ai 126 kgs to 155 kgs per litre supercharged EFI

B/A 126 kgs to 155 kgs per naturally aspirated

CC/A 156 kgs to 184 kgs per litre supercharged

CC/Ai 156 kgs to 184 kgs per litre supercharged EFI

C/A 156 kgs to 184 kgs per litre naturally aspirated

DD/A 185 kgs to 214 kgs per litre supercharged

DD/Ai 185 kgs to 214 kgs per litre supercharged EFI

D/A 185 kgs to 214 kgs per litre naturally aspirated

EE/A 215 kgs or more per litre supercharged

EE/Ai 215 kgs or more per litre supercharged EFI

E/A 215 kgs or more per litre naturally aspirated

AA/D 125 kgs or less per litre supercharged

AA/Di 125 kgs or less per litre supercharged

A/D 125 kgs or less per litre naturally aspirated

BB/D 126 kgs to 155 kgs per litre supercharged

BB/Di 126 kgs to 155 kgs per litre supercharged

B/D 126 kgs to 155 kgs per litre naturally aspirated

CC/D 156 kgs to 184 kgs per litre supercharged

CC/Di 156 kgs to 184 kgs per litre supercharged

C/D 156 kgs to 184 kgs per litre naturally aspirated

DD/D 185 kgs to 214 kgs per litre supercharged

DD/Di 185 kgs to 214 kgs per litre supercharged

D/D 185 kgs to 214 kgs per litre naturally aspirated

EE/D 215 kgs or more per litre supercharged

EE/Di 215 kgs or more per litre supercharged

E/D 215 kgs or more per litre naturally aspirated

RRR/D Supercharged/ turbo 20B Rotary

RR/D Supercharged/ turbo 13B Rotary

R/D Normally aspirated Rotary

AA/FND Supercharged, Nitro fuelled Flat head dragster.

AA/ND Nostalgia supercharged alcohol Flat head dragster.

A /ND Nostalgia naturally aspirated Flat head dragster.

COMPETITION BIKE

CLASS CONCEPT

All motorcycles either specifically built or modified for drag racing, road racing motorcycles, road racing motorcycles with modified frames, factory built for drag racing or with any modifications to frame will run in this category.

Note: These class regulations must be read in conjunction with the relevant General and Safety Regulations of your governing body. Please see the latest rulebook and check the relevant website for any amendments.

Note: NZDRA riders that are classified as A/DB, AA/DB, A/AB, AA/AB must also have the corresponding AA1, AA2, AA3, A1, A2, A3 classification. For the purposes of indexes, you will be split into the AA1, A1 etc. classifications, for the purposes of an NZDRA National Record, should you adhere to NZDRA's rulebook, the record will be set for AA/DB, A/DB, A/AB, AA/AB. You must have both recorded in your logbook by your tech inspector.

Qualifying - Closest to or quicker than index

Field Size – Eight bike field

Turnaround –45-minute turnaround timed from last pairing

Tree - .4 Full

Tow Vehicle - Permitted

CLASSES

Drag Bike

AA1/DB: 1500cc and over super charged

AA2/DB: 1250=>1499cc super charged

AA3/DB: 1000=>1249cc super charged

A1/DB: 1500cc and over naturally aspirated

A2/DB: 1250=>1499cc naturally aspirated

A3/DB: 1000=> naturally aspirated

BB/DB 750 cc to 999 cc supercharged

B/DB 750 cc to 999 cc naturally aspirated

CC/DB 240 cc to 749 cc supercharged

C/DB 240 cc to 749 cc naturally aspirated

D/DB 250 cc to 499 cc naturally aspirated

OEM barrel may be bored to standard manufacturer piston oversize without class change from original cc rating.

NOTES: D/DB can be run on a provisional civilian learner motorcycle licence in conjunction with an Unlimited Competition licence if the rider has had two years' experience riding in Junior Dragbike. If this competitor is under 18 years-old then a parent/guardian must hold an Associate membership and are also required to co-sign entry indemnity forms.

Other index classes (with their own class regulations) will be run with drag bike (-/DB), under the term Competition Bike. these are sport bike (-/SB), V-Rod Destroyer (VRD), push rod competition bike (-/PCB), and altered bike (-/AB).

Push Rod Competition Bike (-/PCB)

AA/PCB: Over 125ci (2048cc) supercharged

A/PCB: Over 125ci (2048cc) naturally aspirated

BB/PCB: 100ci (1639cc) – 125ci (2048cc) supercharged

B/PCB: 100ci (1639cc) – 125ci (2048cc) naturally aspirated

CC/PCB: 55ci (901cc) - 100ci (1639cc) supercharged

C/PCB: 55ci (901cc) - 100ci (1639cc) naturally aspirated

DD/PCB: Up to and incl 55ci (901cc) supercharged

D/PCB: Up to and incl 55ci (901cc) naturally aspirated

OEM barrel may be bored to standard manufacturer piston oversize without class change from original cc rating.

Altered Bike (-/AB)

AA1/AB: 1500cc and over supercharged

AA2/AB: 1250=>1499cc supercharged

AA3/AB: 1000=>1249cc supercharged
A1/AB: 1500cc and over naturally aspirated
A2/AB: 1250=>1499cc. naturally aspirated
A3/AB: 1000=>1249cc. naturally aspirated
BB/AB: 750=>999cc supercharged
B/AB: 750=>999cc. naturally aspirated
CC/AB: 600=>749cc supercharged
C/AB: 600=>749cc. naturally aspirated
DD/AB: <600cc supercharged
D/AB: <600cc. naturally aspirated

Note: Motorcycles with only a one, or two, cylinder engine, can have an additional 40% cubic capacity, therefore they would be allowed up to 909cc for 'C' classification, 1399cc for 'B' classification.

SPORT BIKE (-/SB)

This section is for naturally aspirated production sports motorcycles as supplied by the manufacturer. They may be modified to the limits described in the class requirements but must retain a stock appearance.

Note: Class requirements must be read in conjunction with the General Racing Regulations 2.0 and Bike Safety Regulations 6.0.

Classes

A/SB 1000cc and over
B/SB 650cc to 999cc
C/SB 240cc to 649cc

V-ROD DESTROYER (-VRD)

Reserved for Harley Davidson V-Rod, 60°, overhead cam, water-cooled, V-Twin cylinder configuration motorcycle models produced as a purpose-built vehicle (VRXSE) Screamin' Eagle V-Rod Destroyer.

Note: Class requirements must be read in conjunction with the General Racing Regulations 2.0 and Bike Safety Regulations 6.0.

Designation: Bike number/VRD

GROUP ONE

TOP DOORSLAMMER

CLASS CONCEPT - Top Doorslammer is intended for the ultimate in Mechanically Supercharged, Nitrous Oxide, or Turbocharged vehicles retaining the appearance of full-bodied street cars with opening doors.

Note: These class regulations must be read in conjunction with the relevant Rules, General and Safety Regulations of your governing body. Please see the latest rulebook and check the relevant website for any amendments.

Qualifying - Based on ET – quickest to slowest

Field size – 8 car field

Tree - .4 Pro Tree

Turnaround - 60 minutes timed from last pairing

Tow Vehicle – Permitted

Racing Type – Heads up

Licence – Relevant NZDRA or IHRA racing licence, and civil drivers licence required

TOP ALCOHOL

CLASS CONCEPT - This class incorporates the elite in supercharged dragsters, funny cars and altered vehicles built especially for the sole purpose of drag racing.

Note: These class regulations must be read in conjunction with the relevant General and Safety Regulations of your governing body. Please see the latest rulebook and check the relevant website for any amendments.

Qualifying - Based on ET – quickest to slowest

Field size – 8 car field

Tree - .4 Pro Tree

Turnaround - 60 minutes timed from last pairing

Tow Vehicle – Permitted

Racing Type – Heads up

Licence – Relevant NZDRA or IHRA racing licence, and civil drivers licence required

TOP ALCOHOL CLASSIFICATIONS

DRAGSTER – TA/D

ALTERED – TA/A

FUNNY CAR – TA/FC

FUEL DRAGSTER

A/FD – Nitro injected engines only

138.40 or more kg/litre (5.00 or more lb's/cu in)

Min weight 975kg

Min Displacement 410 cu in (6.7L) Max Displacement 456 cu in (7.47L)

Maximum Nitromethane content 94%

All Fuels other than nitromethane and methanol prohibited.

Minimum fuel temperature when car is outside pit space is 40 degrees Fahrenheit

Fuel tank and line up to pump may be insulated.