



i. CLASS CONDITIONS:

DSL: >15.00 sec op ¼ mile

CSL: 14.00 <-> 14.99 sec

BSL: 13.99 <-> 13.00 sec

ASL: 12.99 <-> 12.00 sec

Each participant must hold:

- **Valid driver's license**
- **Valid insurance**
- **Valid registration**
- **Valid MOT, TUV, APK etc.**

If one of these papers are missing then the participant excluded from the event.

ii. GENERAL

Each vehicle must participate in a "street trim" condition. This means that the vehicle is clean and representative for normal road as offered to the National Road authorities. must be complete, preferably with original dashboard. Car must be free of oil and coolant leakage.

iii. INSPECTION:

The rider has to offer his or her car to the Tech Inspection as they will participate in the event / race.

This means:

- The car must be free of loose parts;
- Caps should be removed from the rim;
- The right tires should be mounted;
- Helmet and, if necessary. keep clothes ready for the Tech Inspector.

Failure to comply with the above points, the car can not be inspected. It is NOT permitted to offer your car when standing on a trailer.

For questions about the rules, you can mail with techinspection@dhra.nl

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iv. CHANGES

Changes at 01-11-2011

- Section 2.2 changes for flywheel shield
- Section 7.2 thickness of lexan windows
- Section 10.2 changes for helmet approval

Changes at 30-06-2010

- Section 7.2 on windshields and damage.
- Annex I, as an addition to paragraph 7.2

Changes at 21-07-2010

- paragraaf 1.6 NOS tubing.

Changes at 01-11-2010

- Paragraaf 1.2 Exhaust
- Paragraaf 10.1 Clothing

1. ENGINE

1.1 Engine

All engine types allowed rotary motors are limited to two rotors. Engine Swaps Permitted when provided re-inspected by the RDW, TUV, MOT. All types of carburetors and injection systems are allowed. Electronically controlled injection systems must comply with the NHRA General Regulations 9.1.

1.2 Exhaust

Must be gas-tight. Must have a working Muffler and regulatory requirements of 98dB noise standards. The exhaust must be securely fastened. Flexible tubing or "flex pipe" prohibited. Exhaust should be complete and the end out of car body to rear of the car away from driver and fuel tank. DHRA stands for the right to race with street cars, so every participant has to abide to OSL races by local noise standards that may apply at certain racetracks..

1.3 Fuel

Gasoline, racing Gasoline, LPG, Diesel, E85 are permitted. **Alcohol and Nitromethaan are prohibited.** Racing gasoline may not be made by yours self.

1.4 Fuelsystem

The entire fuel system must be outside the drivers cab. Cool canisters, control blocks should be at least 15 cm for the flywheel located at rear wheel drive cars and on the other side of the engine where the flywheel is located in front wheel drive cars. When these things are not standard, this is permitted when the car is slower than 11.49 seconds. on the ¼ mile.

If are using a non OEM mechanical fuel pump, a manual power-valve in the main fuel line (between the tank and the injectors / carburetor) are set to close this in case of an accident. This confirmation must be placed within reach of the driver.

1.5 Radiator overflow canister

A radiator overflow canister is mandatory for all vehicles. The size of the overflow canister should be at least 500ml and the overflow canister must be properly installed. See NHRA General Regulations 1.6

1.6 Nitrous oxide

Permitted provided that the bottle meets the standard DOT1800 and is properly mounted.

All piping and fittings must be of the same supplier and ventilated outside the drivers cabin (Nitro info). When the nitrous bottle is installed in the drivers cabin or trunk it must be equipped with a blow-off tube outside the chassis. Nitrous oxide inter-cool systems permitted. Combination Turbo / supercharger and nitrous oxide is strictly prohibited. Of commercially available thermostat controlled bottle heaters allowed. To the line-up it is permitted to heat the bottle in other ways.

In the Line-Up is only a commercially available bottle heater allowed.

A NOS decal must be prominently displayed on the window which is located in the vicinity of the bottle standing. Minimum size is 3 "x 3" (7,6 cm x 7.6 cm). See NHRA General Regulations 1:9

1.7 Supercharger, Turbocharger

Permitted. Screw and Roots-type superchargers are allowed if OEM. Intercoolers can be cooled by water, ice and CO2 if it does not leak and the (melt) water is collected or flows in to the intake of the engine. Turbocharged engines must have a wastegate that is connected to the exhaust that goes to the back of the vehicle.

1.8 Engine oiling system

Dry sump lubrication system are allowed, all oil lines must be located outside the drivers compartment. Oil lines that are close to the flywheel there should be protected with a steel pipe with a minimum length of 400mm and a minimum wall thickness of 3.2mm. It is not permitted for oil pipelines running through the drive shaft tunnel.

1.9 Screamer pipes

Screamer pipes must end in the exhaust system.

1.10 Oil Catch Tank

Required on all vehicles where the oem crankcase ventilation is interrupted or altered. A separate filter on the valve cover is prohibited. Tank contents should be at least 500 ml.

1.11 Pipes / Tubing

All fuel, transmission, brake and power steering lines must be tightened securely and leak free. It is not permitted to use ty-raps. Pipes that are not original must be made of steel or nylon with a steel braided outer jacket. Fuel lines should not be placed in the driveshaft tunnel.

2. DRIVETRAIN

2.1 Driveline

4 wheel drive is permitted for the vehicle OEM. All cars driving faster than 13.99 sec. on the ¼ mile with slicks and rear drive or 11.49 sec. and faster with DOT or E-approved tires must have a driveshaft safety loop that completely encircles the shaft. Open drivelines passing the rider and not completed are not allowed. Material specifications and drawings are available on request from DHRA tech inspection.

2.2 Flywheel Shield

The flywheel shield may consist of multiple parts and must be attached to the engine and / or the gearbox with a minimum grade 8.8, M10 bolts .. See NHRA General Regulations 2:5, 2:6, 2:9, 2:10.

2.3 Clutch

Every car with a clutch must operate them by foot. Hand control of the interface it has been officially approved by the EU with E label. It is only allowed for the physically challenged.

2.4 Automatic Gearbox

For every car with an automatic gearbox drives, not OEM, must have a spring-loaded positive reverse lockout system that prevents accidentally being put into reverse gear. Also, the car cannot start when the gear box is set into "drive" or "reverse" position.

2.5 Differential

Torsion barrier, barrier boards and OEM locks allowed. Welding the differential is PROHIBITED.

2.6 Axle-retention device

All cars must be equipped with a satisfactory means of drive-axle retention; minimum .120-inch aluminum or .090-inch steel bearing retainer mandatory on RWD cars.

2.7 Rear end

See NHRA general regulations 2.11

3. BRAKES AND SUSPENSION

3.1 Brakes

A minimum of four hydraulic braking is required. OEM servo unit is allowed. See NHRA General Regulations 3.1

3.2 Steering

See NHRA General Regulations 3:2, 3:3, 4:1.

3.3 Suspension

Each car must have a properly functioning and properly fitted shock per wheel. Each wheel should also have at least one spring, ridged mounted shocks are prohibited. Reducing the weight of standard parts is prohibited. See NHRA General Regulations 3:2, 3:4, 3:5.

3.4 Wheelie-bars

The use of Wheelie-bars is prohibited.

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4. CHASSIS

4.1 Ballast

Permitted, but only when securely mounted. See NHRA General Regulations 4:2.

4.2 Chassis

A Tube chassis is prohibited in the classes A - D SL.

4.3 Ground Clearance

All vehicles must comply with the following ground clearance. A minimum ground clearance of 50mm applies to the front of the car up to 30cm from the center of the front axle. The rest of the car may have a ground clearance of less than 50mm.

4.4 Rollbar en rollcage

Permitted but not mandatory for the classes A – D SL.

4.5 Protection

The places where the helmet can hit the rollbar/rollcage during a collision or accident must be covered with a soft protective layer and should be at least 8.5mm compressed thickness material.

5. WHEELS AND TIRES

5.1 Tires

Street admitted tires with a valid E-label for D/sl and C/SL front and rear, and E or DOT label for B/SL and A/ SL. Tires will be inspected for general condition and need to start the event with a minimum 1.6 mm off tread, approved by DHRA Inspection Tech. It is not allowed to participate with use of a reserve homecoming tire, trailer tire or motorcycle tire in the race to. Tires may not stick out more than 30mm outside the body surface. SLICKS are not allowed in A / B / C / DSL. In case of wet weather means there is a red flag indicating that B/SL and A/SL are not allowed to drive with a Drag Radial.

5.2 Wheels

The wheels can be up to 30mm outside the fender edges.
Hub caps / wheel covers which conceal the wheel bolts / nuts, must be removed for inspection and during the race.

Motorcycle Rims are prohibited. Spoke Rims are allowed if OEM.

The minimum rim size is 13 ". If the car standard has smaller wheels and still has the original engine is running, then these smaller wheels allowed.
All wheel nuts or bolts must be present and properly attached.
See NHRA General Regulations 5:2.

6. INTERIOR

6.1 Driver Compartment

Removing rear side panels is permitted. All holes and sharp parts in the vicinity of the driver must be fully shielded. Doors should be fully shielded, plastic plates are allowed.

6.2 Seats

Both front seats are required.

Chairs have to be properly mounted to a solid floor and/or rails attached to at least four bolts. Rear seat may be removed.

See NHRA General Regulations 6:2, 6:3 and 8.1 electrical

6.3 Seatbelts

All vehicles must have at least a 3-point harness, properly secured to the chassis or the floor, according to OEM, and should not have the structural integrity damaged in any way.

When a 4 point harness is fitted and an original chair is used, then the cross section must be routed along the seat instead of through chair. The closure of these belts must come off in one motion.

7. BODY

7.1 Chassis

Chassis modifications are permitted provided if they meet the Dutch roads and traffic laws. The doors needs to be opened both inside and outside. It is not allowed to apply magnesium in the manufacture of sheet metal of the bodywork. The driver compartment must be completely sealed from the motor, gearbox and exhaust..

7.2 Windows

The windshield is in good condition condition. The windshield may have only cracks or other damage provided this is APK, TUV, MOT worthy. Glass may be replaced with Lexan or other splinter-free material, the minimum thickness should then be 3mm. The side windows do not have to function but must be maintained during a run in the closed position.

See Annex I and NHRA General Regulations 7.7 and 7.8.

7.3 Competition numbers

Drivers with a fixed starting number should take into account that at a minimum size limit. The start numbers must be at least 15cm high and less than 3.8 cm wide. Class designation characters must be at least 7.5 cm high and at least 2.5 cm wide. Both should be performed in a contrasting color (black / white or blue / yellow, etc.). The use of shoe polish is permitted provided that the above sizes are held. See NHRA General Regulations 7:2.

7.4 Firewall

Each car is required to have a firewall according to OEM with a minimum thickness of 0.6 mm or 0.8 mm steel and aluminum, the engine room must be completely sealed fro the drivers compartment. See NHRA General Regulations, 6:1, 7:4.

7.5 Fenders

Fenders are required. Lightweight replacement fenders are allowed. Rear Fenders may be adapted to the size of the tires. Custom fenders should have rounded or folded edges. In a roadsters it is permitted to raise the rear fender as much as the body inclined to the frame. Inner front wings are permitted.

7.6 Floor panels

Each car must have the OEM or OEM reproduction floor panels and floor panels can be welded. There are no holes in the floor.

7.7 Spoilers

Spoilers attached to the bodywork of the car trunk as spoilers, airdam, side skirts, etc. are allowed. Adjustable hydraulic spoilers that can be moved by the rider is not allowed except for OEM-level systems.

7.8 Hood Scoops

A hood scoop or aircscoop is allowed provided that no more than 28cm above the hood sticks and sight is not obstructed.

8. ELECTRICAL

8.1 Batteries

According to OEM specifications attached. When the battery is placed in the trunk, a liquid-tight container sitting around with a drain pipe outside the body is mandatory. The battery may not be relocated into the drivers or passenger compartments unless the car has a OEM battery which is located under the back seat. (Such as BMW, VW Beetle and a few German cars or models) is this the case in the back seat = should not be removed during the race. Ventilation hose from the battery should be routed to the outside of the body. Battery + terminal must be taped or proper to be shielded. Gel batteries are allowed, this need not liquid-tight container.

8.2 Ignition

Two steps, rev limiters, etc. Allowed. Two steps, rev limiters, or any other rpm limiting device, but such is installed with the function of a down track rpm controller, prohibited. See NHRA General Regulations 8:1, 8:3, 8:4, 8:5.

8.3 Lightning

Both headlights and brake lamps must be present and function. This also applies to the windscreen wipers and defog system.

9. SUPPORT GROUP

9.1 Computers

It is allowed to use computers to improve the car to adjust, before or after one run. The driver may not use the computer during a run to change setting.

Data recorders may be used to determine the value of certain vehicle parameters. This may not be activated by the accelerator or the acceleration of the car in a run etc. It is also forbidden to pass information in real time to a driver in any form during a run.

It is a driver allowed to transmit telemetry data to a ground such as sound and video images to the broadcast on TV. This should be 1 week before the race to be requested from OHRA Racing, Attn: Technical Services. Telemetry communication must not be used to gather data parameter or parameter settings to change .. See NHRA General Regulations

9.1, 9.2 and 9.9.

9.2 Fire Extinguisher

A fire extinguisher / fire extinguishing system is allowed, but only when installed properly and is securely mounted. In addition, the installation is a dry chemical or CO2 type.

9.3 Tow vehicle:

Tow vehicles are prohibited.

9.4 Warm-ups

See NHRA General Regulations 9:4, 9:12.

9.5 Advertisements Stickers

DHRA reserves the right to advertisements, stickers, flags or other materials to control participants. A participant may be excluded from the race or event where DHRA believes that these statements, materials, etc. stickers the race, sport or organization in a bad light set.

10. DRIVER / CREW

Each participant must hold a valid drivers license.

10.1 Clothing

The driver and crew are not allowed to wear shorts, tank top, t-shirts, slippers, sandals, etc., bare legs or bare-chested to enter the race track. Driver and crew must be a proper pair of jeans, a shirt with long sleeves or a racing suit and proper shoes to wear in the line-up. Nylon or nylon-like clothing is not allowed. Each team is advised to ensure that the clothing looks presentable.

10.2 Helmet

Helmet required. Helmets must be fitted with a motor sport approval and / or one of the following labels:

ONS/OMK (Germany only)
ECE series 22/04 or 22/05 (europe)
SIS 88.24.11(Sweden)
NF S 72.3059 (France)
DS 2124.1 (Denmark)
SFS 3653 (Suomi, Finland)
B.S.I.BS 6658-85 type A/FR (GB)
Snell foundation
- SA 2000
- SA 2005
- SA 2010
SFI 31.1 (open face type)
SFI 31.2(closed face/ integral type)
See also NHRA general regulations 10.7

The visor of the helmet should not be tinted and / or severely damaged. The helmet must be in proper working order. A small strip for sun protection is allowed, the size of it will be proved by the technical inspector.

These DHRA regulations are partly translated from the street NHRA rulebook, and should be seen as a guide.

Technical content in conflict refer to the original rules of the NHRA Sport Compact. (Not legally)

I. ANNEX I

Artikel 91

Voorruit van personenauto's, bedrijfsauto's of bussen met een toegestane maximummassa van niet meer dan 3.500 kg en driewielige motorrijtuigen mogen in de artikel 92 aangegeven vlakken niet meer beschadigd of verkleurd zijn dan zoals bepaald in de artikelen 93 en 94

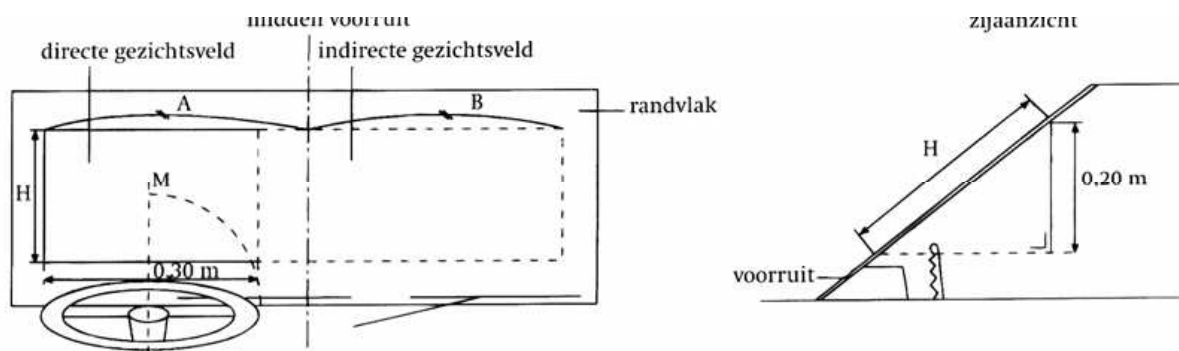
Artikel 92

1. De voorruit wordt verdeeld in de volgende drie denkbeeldige vlakken, zoals weergegeven in figuur 18:

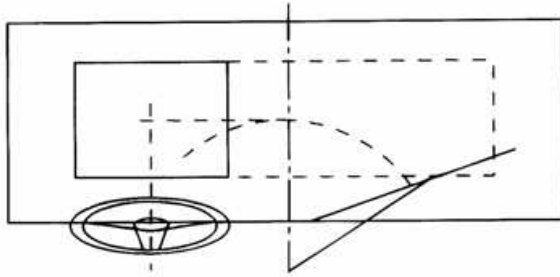
- a. het vlak voor het directe gezichtsveld van de bestuurder: dit is het gedeelte van de voorruit dat zich voor de bestuurderszitplaats bevindt, ter grootte van een op de voorruit te projecteren vlak met een horizontale zijde van 0,30 m en een verticale zijde van 0,20 m;
- b. het vlak voor het indirecte gezichtsveld van de bestuurder, hetgeen als volgt wordt gevormd: het directe gezichtsveld wordt ten opzichte van het midden van de voorruit gespiegeld naar het rechter voorruitgedeelte. Het hierdoor gevonden vlak en de tussenruimte naar het directe gezichtsveld vormt het indirecte gezichtsveld;
- c. het randvlak: dit is het nog resterende deel van de voorruit.

2. Het middelpunt van het in het eerste lid, onder a, geprojecteerde vlak moet samenvallen met het snijpunt van:

- a. De verticale lijn, denkbeeldig getrokken op de voorruit, vanuit de zitpositie van de bestuurder, door het hart van het stuur, en
- b. de door het middelpunt van het ruitenwisserblad beschreven baan op de voorruit of bij een centrale ruitenwisser de horizontale raaklijn aan de vermelde beschreven baan, zoals weergegeven in figuur 19.



- A is gelijk aan B
- M = middelpunt van projectievlak op voorruit
- H = geprojecteerde hoogte op voorruit (afhankelijk van de hoek die de voorruit maakt)



Artikel 93

1. In het vlak voor het directe gezichtsveld mogen, in afwijking van artikel 94 de volgende beschadigingen of verkleuringen aanwezig zijn:
 - a. enkelvoudige scheuren, ongeacht de lengte;
 - b. oppervlakkige krassen waarvan de breedte niet meer dan 5 mm bedraagt;
 - c. beschadigingen of verkleuringen waarvan de afmetingen zodanig zijn, dat een denkbeeldig getrokken cirkel om de gehele beschadiging of verkleuring heen een diameter heeft van niet meer dan 20 mm.
2. In het vlak voor het indirecte gezichtsveld mogen, in afwijking van artikel 94, de volgende beschadigingen of verkleuringen aanwezig zijn:
 - a. enkelvoudige scheuren, ongeacht de lengte;
 - b. oppervlakkige krassen waarvan de breedte niet meer dan 5 mm bedraagt;
 - c. beschadigingen of verkleuringen waarvan de afmetingen zodanig zijn, dat een denkbeeldig getrokken cirkel om de gehele beschadiging of verkleuring heen een diameter heeft van niet meer dan 50 mm.
3. Onder de in het eerste en tweede lid vermelde enkelvoudige scheuren worden scheuren verstaan die in de gezichtsvelden geen vertakkingen vertonen tussen begin- en eindpunt, zoals weergegeven in figuur 20.
4. In het randvlak mogen beschadigingen of verkleuringen aanwezig zijn.
5. Indien een beschadiging of verkleuring doorloopt in de verschillende te beoordelen vlakken van de ruit, dan moet alleen dat deel van de beschadiging of verkleuring in ogenschouw worden genomen dat in het te beoordelen vlak aanwezig is.

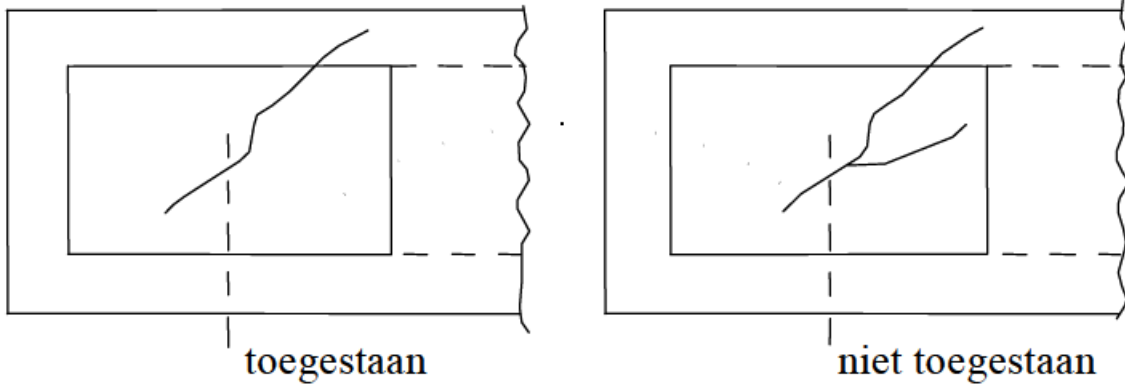
Artikel 94

De voorruit mag meerdere luchtbellens, beschadigingen of verkleuringen vertonen die ten aanzien van de afmetingen ieder afzonderlijk voldoen aan artikel 93, mits het uitzicht van de bestuurder daardoor niet wordt belemmerd.

Artikel 95

De in deze paragraaf gestelde eisen worden getoetst:

- a. door middel van visuele controle;
- b. door in geval van twijfel te meten met een meetmiddel van voldoende bereik.



Figuur 20. Toegestane scheuren