



**i. MODIFIED PRODUCTION VEHICLES:**

11,99 sec and faster ¼ mile.  
6,40 sec and faster 1/8 mile.

**ii. CLASS CONDITIONS**

This class is reserved for vehicles faster than 11.99 on the ¼ mile.  
Original vehicle documents are required for technical inspection.  
Delay modules, throttle body reducers, air shifters, etc. or any product that transmit and / or receives in real time or remote working are not allowed.

**iii. GENERAL**

Because of the widening of the rules it could be that your vehicle is not street legal. This could mean that a possible King Street / King Cruise can not participate, this is fully on the account of the rider. (Subject to dispensation, (see sports regulations).  
Cars must be free of oil and coolant leaks.  
The class uses a .500 pro tree with a Heads –Up Principal.

**iv. 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 cannot 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](mailto:techinspection@dhra.nl)

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## **V. CHANGES**

### **Changes at 01-11-2011**

- Section 1.6 NOS, single shot – big block
- Section 1.7 limit AR turbo
- Section 2.2 thickness flywheel shield
- Section 5.1 Tires max width full race slicks
- Section 7.2 Thickness lexan windows
- Section 10.1 Clothing
- 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**

- Section 1.6 NOS tubing.

### **Changes at 01-11-2010**

- Section 1.2 Exhaust
- Section 10.1 Clothing

## 1. ENGINE

### 1.1 Engine

All engine types are allowed, rotary motors are limited to two rotors. All types carburetors and injection systems are allowed. Electronically controlled injection systems must comply with the NHRA General Regulations 9.1. Engine swaps are allowed if properly installed.

### 1.2 Exhaust

Competition exhaust systems are allowed. The exhaust finishes on the side or/rear of the vehicle. The exhaust system should be oriented to the back of the vehicle, the driver and fuel tank. Flexible exhaust parts outside the cars are not allowed. Also, the final part of the exhaust is not facing downwards, an exception is an OEM exhaust system. When the outlet of the exhaust comes out of the vehicle in front of the driver, a race suit is mandatory. The Race suit must meet or exceed the SFI spec. 3.2A / 1. Also, the vehicle must be with a full bulkhead. Must be gas-tight. Must have a working Muffler and regulatory requirements of 98dB noise standards.

### 1.3 Fuel

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

### 1.4 Fuelsystem

The entire fuel system must be installed outside of the driver compartment, unless OEM. Fuel lines that run near the gearbox must be protected through a steel tube with a minimum length of 400mm and a minimum thickness of 3.2mm.

Fuel lines should NOT walk through the driveshaft tunnel.

Cooling canisters, control blocks etc. must be located at least 15 cm in front of the flywheel. Rear wheel drive cars must be on the other side of the engine where the flywheel is located.

If you are using a non OEM mechanical fuel pump a manual shut-off valve in the main fuel line (between the tank and the injectors / carburetor) is mandatory and are set to close in case of an accident. This endorsement must be placed within easy reach of the rider. See NHRA General Regulations 1.5

### 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 must be properly installed. Only a single shot of nos is permitted on a big block engine.

All fittings and piping shall be of the same supplier (brand) and have ventilation outside the cab drivers (Nitro info). When the nitrous bottle is installed in the driver's cabin or trunk, it must be equipped with a blow-off tube to the outside of the body. Nitrous oxide

intercool system allowed. Combination Turbo / supercharged nitrous oxide is allowed. Commercially available thermostatically controlled Bottle heaters are allowed. Till the line-up it is allowed to in other ways heat the bottle.

The Line-Up only commercially available bottle heaters are allowed.

A NOS sticker should be prominently displayed on the window in the proximity of the bottle location. Minimum size is 3 "x 3". See NHRA General Regulations 1:9

### **1.7 Supercharger, Turbocharger**

Allowed. The AR of a Turbo is limited at .88. Screw and Roots-type superchargers are permitted for vehicles which run on gasoline or alcohol. Supercharger restraint system according to SFI Spec 14.1 required for Roots-type supercharger (6-71) when alcohol is used as fuel. Intercoolers can be cooled by water, ice and CO2 provided it does not leak and (melt) water is collected or goes into the intake duct of the engine. See NHRA General Regulations 1:13, 1:14, 4:2

### **1.8 Engine oiling system**

Dry-sump lubrication systems are permitted, all oil lines must be outside the drivers compartment. Oil lines located in the vicinity of the flywheel must be protected by a steel tube with a minimum length of 400mm and a minimum wall thickness of 3.2mm. It is not permitted to run oil pipelines through the cardan tunnel.

### **1.9 Screamer pipes**

Advised to get the screamer pipe directly connected to the exhaust line. When impracticable, the screamer pipe ends in the engine compartment. The rider is obliged to wear a fireproof racing suit that meets or exceeds the SFI spec. 3.2A / 1. Other possibilities include the screamer pipe to finish in the bumper or the hood. Please note that you are only street legal when the screamer pipe ends in the exhaust system. The screamer pipe must not protrude the bumper or bodywork.

### **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. Please mail to [keuring@dhra.nl](mailto:keuring@dhra.nl)

### **2.2 Flywheel Shield**

All cars must apply a flywheel shield with a minimum thickness of 6 mm and this should be made of steel. Flywheel shield with SFI spec. 6.1, 6.2 or 6.3 is sufficient. This flywheel shield must be securely mounted on the chassis / motor / gearbox with a minimum grade 8.8 M10 bolts. The flywheel shield may consist of several parts. The flywheel must be completely enclosed the flywheel. The flywheel shield must 2cm to stabbing of the place where the flywheel is located. All rotary engines with NOS and / or turbo / supercharger faster than 9.99 on the ¼ mile, and any vehicle faster than 226km / h shall be provided with a flywheel shield which meets SFI Spec 6.1 or 9.1  
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 witch has been officially approved by the EU with E label. It is only allowed for the physically challenged. The clutch must be equipped with an SFI 1.1, 1.2 or 1.4 or similar FIA certification label.

### **2.4 Automatic Gearbox**

For each car that drives with a with an automatic transmission, not OEM, it should have a reverse lockout system that prevents it to run during an accidentally reverse gear is engaged. Also, the car is unable to start when the gear box in "drive" or "reverse" position.

All vehicles with an automatic transmission faster than 10.99 seconds. on the ¼ mile or faster than drive 226 km / h at this distance must be equipped with a flywheel shield which meets SFI Spec 4.1. All vehicles equipped with an automatic gearbox which is faster than driving 9.99 sec. on the ¼ mile or faster should also be equipped with a flex plate shield which meets SFI Spec 30.1 and a flex plate which meets the SFI Spec 29.1.

### **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 permitted. The wheels of the wheelie-bar must be made materials like rubber or plastic. Metal wheel are prohibited. In the starting boot the wheels of the wheelie-bar must be turning freely. Wheelie-bar must be securely mounted. It is not allowed to adjust the wheelie-bar during a run. See NHRA General Regulations 1.6

## **4. CHASSIS**

### **4.1 Ballast**

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

### **4.2 Chassis**

Tubular chassis is permitted provided no modifications are made to the original OEM floorboards. The bulkhead must be closed.

### **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 Parachute**

Mandatory on all vehicles faster than 226 km p / h. The parachute must be clean and free of wear and tear. The parachute should be offered to the tech inspection, unfolded for approval. See General Regulations 4:8.

### **4.5 Rollbar en rollcage**

A 6-point roll bar is mandatory in all vehicles faster than 11.99 seconds in the ¼miles. Drawings, assembly size and material specifications for such a roll bar to ask DHRA tech inspection.

Cabriolet models have a 6 point roll bar needed from 13.99 sec. on the ¼ mile. Cabriolets are required to drive with the hood closed. An Arm Restraints is required.

The roll cage is mandatory from 10.99 sec on the ¼ mile and/or reaches a speed that is greater than 226 km / h. When the standard floor, bulkhead and body of the car is intact and the car runs between 10.99 and 10.00 sec. one can suffice with a 6-point roll bar instead of a 6 point roll cage. Design drawings, material specifications and custom assemblies are available from DHRA tech inspection. [keuring@dhra.nl](mailto:keuring@dhra.nl)

### **4.6 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**

It is not allowed to use a home coming, trailer or motorcycle tire to participate in the race. During the event, the use of slicks on the driven wheels allowed. The choice of tire is free for street tires, semi slicks and cheater slicks.

The maximum width of a full race slick is 10.5 inch, an exception on this is the Goodyear 10.5w.

The tires may not exceed 50mm edges protrude beyond the fender.

### **5.2 Wheels**

The wheels can be up to 50mm 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**

Seats must be securely attached to the floor or rails are secured with a minimum of 4 bolts and / or nuts, if OEM. When a car drove by the time required for a cage or roll bar to than there are special requirements for mounting seats provided that they are not OEM. An Exception are FIA approved chairs that are solidly mounted. The frame of the backrest of the seat is in this case confirmed be the cross-bar of the cage or behind the back of the chair.

Specifications may be obtained from DHRA tech inspection

Passenger seat and rear seats can be removed. See NHRA General Regulations 6:2, 6:3 and 8.1 electrical

### **6.3 Seatbelts**

All vehicles must have at least a 4-point belt harness meeting SFI 16.1 (3"). These belts are supplied with mounting brackets and must be installed properly. Exploded drawings are Overnight DHRA tech Inspection. Is an original chair used than it is allowed for the cross section along the chair rather than be routed through the chair. The closure of these belts should release 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. Fiberglass doors are allowed if a roll cage is present.

### **7.2 Windows**

The windshield is in good condition. The windshield may not have tears and / or crack. Glass may be replaced with Lexan or other shatterproof material, the minimum thickness should then be 3mm. The side windows do not have to function but must be closed during a run. Plexiglas is prohibited 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 aluminium, the engine room must be completely sealed from 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 airdam 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) if 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 Master cutoff**

Mandatory for vehicles faster that run 10.99 seconds or 226 km / h on the quarter mile. Even when the battery is relocated to the trunk of the vehicle, a master cutoff, which is on the positive side of the battery, is mandatory, if non-OEM. See NHRA General Regulations 8:4.

### **8.4 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 lineup. Nylon or nylon-like clothing is not allowed. Each team is advised to ensure that the clothing looks presentable. A special fire-resistant jacket is mandatory. This jacket must meet SFI spec 3.2A / 1 or similar FIA standard. A full fire-resistant racing suite including shoes and hand gloves are mandatory when the vehicle drives faster than 9.99 sec on the ¼ mile. When the exhaust/ screamer pipe comes out the front of the vehicle is a racing suit mandatory.

This racing suite, shoes and hand gloves must meet FIA standard or similar SFI specs.

### **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 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.

A full face helmet is mandatory in all vehicles faster than 9.99 seconds in the ¼miles.

**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

Voorruiten 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

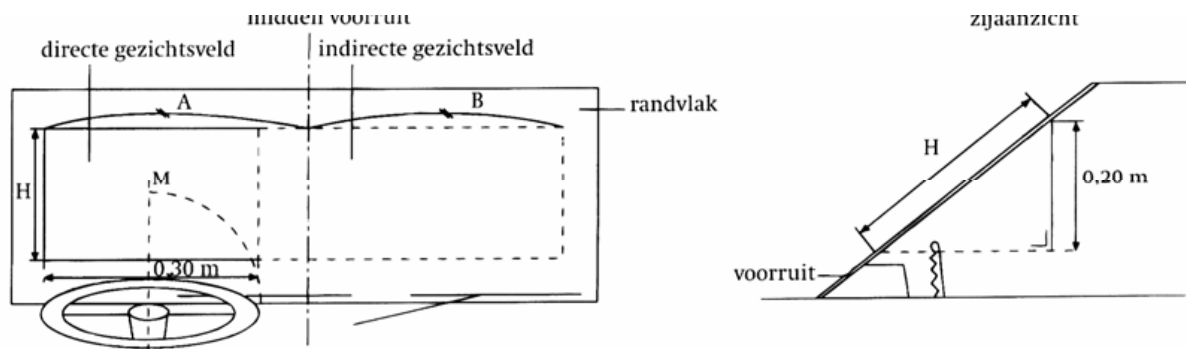
### Artikel 92

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

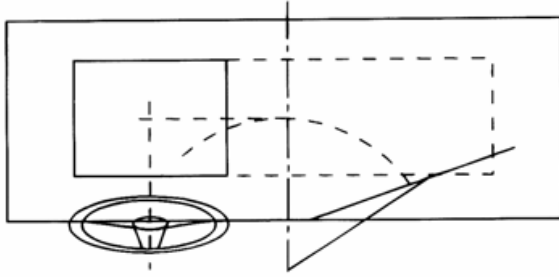
- a. het vlak voor het directe gezichtsveld van de bestuurder: dit is het gedeelte van de voorruit dat zich voor de bestuurderszitplaats bevindt, ter grootte van een op de voorruit te projecteren vlak met een horizontale zijde van 0,30 m en een verticale zijde van 0,20 m;
- b. het vlak voor het indirecte 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 projectieveld 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.

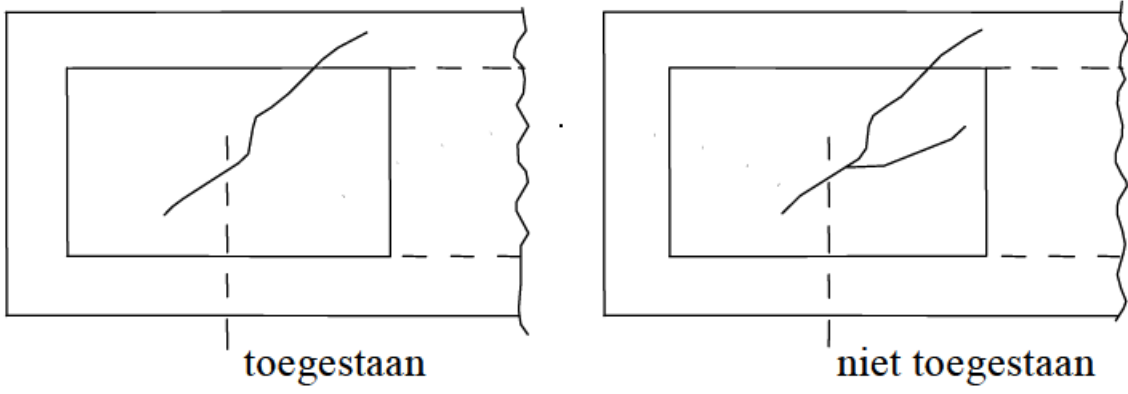
### Artikel 94

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