



i. MODIFIED PRODUCTION VEHICLES:.

10,49 sec and Faster ¼ mile
6,20 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 cannot 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. TECHNICAL 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

V. Race tracks:

Because of the speeds of this class it is possible that the WS class is not been held on every race track. Check well in advance if the WS class will be driven on an event. For question please e-mail info@dhra.nl .

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V. CHANGES

Changes at 01-1-2016

- Section 8.4 Lightning
- Section 10.3 Helmets

Changes at 01-11-2014

- Section 1.2 changes exhaust noise
- Section 7.2 changes windshield
- Section 10.2 Neck Collar

1. ENGINE

1.1 Engine

All engine types allowed. All types of carburetors and injection systems are allowed. Electronic controlled injection systems needs to answer tot NHRA General Regulations 9.1. Motor swaps are permitted but needs to be properly and in the original position mounted

1.2 Exhaust

Competition exhaust systems are allowed. The exhaust finishes on the side or/rear of the vehicle. The exhaust system should 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. Also, the vehicle must be with a full bulkhead. Must be gas-tight. Regulatory requirements of 98dB noise standards. 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 / locations.

1.3 Fuel

Gasoline, racing Gasoline, LPG, Diesel, Ethanol, E85 (gasohol) are permitted.
Nitromethaan prohibited. Racing gasoline may not be made by yours self.

1.4 Fuel system

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 or chrommoly 11/4x0.065 inch or 32x1.65mm.. 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 this 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 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 off 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

1.7 Supercharger, Turbocharger

Allowed. 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 send an email to Technicalinspection@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, Spools 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

Welded spider gear **PROHIBITED**, aftermarket axes are mandatory.

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

Properly Mounted and free of defects. OEM steer system cannot be altered. Commercial quick –disconnect steer Wheel Allowed, adapter must be welded to the steer tube. See NHRA General Regulations 3:2, 3:3, 4:1.

3.3 Traction bars rod ends

Minimal thickness for the rod end to the front of all ladder type traction bars is $\frac{3}{4}$ inch steel. See NHRA General Regulations 3:5

3.4 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. Three wheels vehicles are not permitted. See NHRA General Regulations 3:2,3:4, 3:5.

3.5 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 3.6

4. CHASSIS

4.1 Ballast

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

4.2 Chassis

The bulkhead must be closed and be mounted on the original place. Tubular chassis is permitted. De Original A ,B and C style be fully in place. Wheel tubs Allowed.
NHRA General Regulations 4:4.

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 and be produced by a NHRA approved supplier. The parachute should be offered to the tech inspection, unfolded for approval. Dirty and worn parachutes are prohibited. Safety pin needs to be marked a red flag. Ball-Lock pins with are used for mounting the parachute are Prohibited. See General Regulations 4:8.

4.5 Roll cage

10 point roll cage **MANDATORY**. Roll cage needs to be welded by a certified Welder. Weld needs to be free of slack and porosity. Grinding of the weld is **PROHIBITED**. Roll cage needs to be properly mounted. Vehicle witch are quicker then 8,49 sec or with a top speed greater than 289 km/h needs to have a SFI of Equal FIA approval. Design, blueprints, material specification and size are obtainable at DHRA technical inspection. See NHRA General Regulations 4:10. 4:11.

4.6 Protection

The places where the helmet can hit the roll bar/roll cage during a collision or accident must be covered with a soft protective layer and should by at least 6.5mm compressed thickness material .See NHRA General Regulations 10:6

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 size is free.

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 including washers. Ball-lock pins are not allowed. Seats needs to be provided with upholstery. All properly supported, frame mounted, and properly constructed chairs allowed. With single layer fiberglass Seats a steel frame of ½ inch is mandatory. The frame of the back of the seat needs to be mounted at the cross of the roll cage. Design, blueprints, material specification and size are obtainable at DHRA tech inspection.

See NHRA General Regulations 6:2 and Electrical 8:1

6.3 Seatbelt

All vehicles must have at least a 5-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.

6.4 Window net

Mandatory, window net needs to be in good order and bee properly mounted at the inside of the roll cage with a permanent attachment to the bottom side. Hose clams are prohibited as mounting part. SFI window net spec 27.1

See NHRA General Regulations 6:3.

7. CHASSIS

7.1 Chassis

Chassis modifications are permitted provided that the firewall is still in its original position. Original A, B and C style cannot be altered. 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 steel inner tube is present. With the exception if a SFI 30.1 housing is used.

7.2 Windows

The windshield is in good condition. The windshield may not have tears and / or cracks. Glass may be replaced with Polycarbonate or other shatterproof material, the minimum thickness should then be 4mm. When replacing the windshield a center reinforcement is mandatory. 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 Number

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. Not relevant race numbers need to be fully covered. 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 from the drivers compartment. it is prohibited to make a firewall out of magnesium. Firewall needs to be properly welded. Fixation by screws is prohibited See NHRA General Regulations, 6:1, 7:4.

7.5 Fenders

S 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. See NHRA General Regulations 7:3.

7.6 Spoilers

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

7.7 Hood Scoops

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

8. ELECTRIC

8.1 Battery

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(dry cell) batteries are allowed, this need not liquid-tight container.

J hooks are prohibited.

See NHRA General Regulations 8:1.

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. The switch needs to be mounted at the back of the vehicle and needs to be made from metal. A clear mark (ON-Off) or (PUSH-PULL) mandatory. The master cutoff needs to be switched on the positive side of the system en needs to turn off all electrical functions. See NHRA General Regulations 8:4.

8.4 Lightning

The car needs to have two, to the front shining light sources. Brake light must be present and function.

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 Traction control

Prohibited in any form.

See NHRA general regulations 9.11.

9.3 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..

Minimal size 1 kilogram

See NHRA General Regulations 9:3.

9.4 Tow Vehicle:

Prohibited.

9.5 Warm-ups

See NHRA General Regulations 9:14

9.6 Advertisement 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 race suite including hand gloves, shoes and balaclava is mandatory. These must meet SFI spec 3.2A / 1 or similar FIA standard.

10.2 Neck Collar

A neck collar is mandatory when the vehicle is faster than 9.99 sec on the ¼ mile.

10.3 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 (**Snell 2000 is EXPIRED!!**)
- 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.

Open face helmets are allowed till 9.99 or slower on the ¼ mile.

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)