



# Bahrain Drag Racing Championship Rules & Sporting Regulations



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## REVISIONS

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|               | Rev. 01         | BDRC         |
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## **1. Introduction**

The Bahrain Drag Racing Club (BDRC) was formed to build a professional drag racing club which will continue to expand in the coming future. Drag Racing is a very long loved sport in Bahrain. Therefore, BDRC is created to make the drag racer dream of professional Drag Racing a reality. In addition, while constructing BDRC the board members strived to develop the right classes, rules and regulation, and procedures of drag racing that best cope with Bahrain's professional drag racers as well as hobbyist's drag racers. In these pages, we set forth our core values, our mission and our vision.

## **2. MISSION STATEMENT**

The overall mission of the BDRC is to provide a professional, safe sport in which all Drag Racing enthusiasts can have a fair and challengeable competition.

## **3. CORE VALUES**

### **3.1 Safety**

It is our duty to promote safe conditions and environs for members, fans and vendors.

### **3.2 Sportsmanship**

It is our duty to promote civil, fair and even competition among racers in a variety of classes, and to ensure consistent, friendly civil interaction toward and among members.

### **3.3 Satisfy the racers**

It is our duty to strive and ensure that our racers enjoy racing their vehicles, and have the potential prizes that encourages them to grow in performance. Furthermore, our racers are our show, listening to them, encouraging them, and helping them is important.

### **3.4 Performance**

It is our duty to promote advances in the top performance of Drag Racing. Because of the growing competition in Drag Racing, we have to encourage top performance.

## **3.5 Family Value**

It is our duty to provide a family-friendly environment at all BDRC events and races.

## **3.6 Attract, retain and satisfy fans**

It is our duty to strive to attract and retain fans who are 'wowed' by the power of the Drag Racing engines, and to ensure that they are satisfied by providing tight competition, memorabilia, and other good memories of race events.

## **3.7 Promote the BDRC**

It is our duty to promote the BDRC as the integration of all of our core values.

## **3.8 VISION STATEMENT**

We must stay ahead of safety advancements to protect our racers and fans.

We must stay focused on our role as to provide what the race drivers want and need in order to make this a success.

We must continually fine-tune our advertising in order to provide our sponsors and supporters the best return on their money.

We must periodically review and potentially revise our rules in order to ensure competitiveness within, and among, the different classes to keep race fans enthused.

We must take calculated risks to develop and grow the BDRC, and to earn a fair return on our investments.

We must develop an insurance plan that protects the racers, and provides benefits to the BDRC members. Ultimately, we must review past performance, execute our current plans, and plan for the future, so that we will still be providing Drag Racers and fans with competition, excitement and great memories in the coming years.

## 4 THE BASICS OF DRAG RACING

### 4.1 What Is a Drag Race?

In basic terms, a drag race is an acceleration contest from a standing start between two vehicles over a measured distance. These contests are started by means of an electronic device commonly called a "Christmas Tree." Upon leaving the starting line, each contestant's vehicle activates a timer, which is stopped when the same vehicle reaches the finish line. The start to finish clocking is the vehicle's e.t. (elapsed time), which serves to measure performance and determine handicaps during competition. The vehicle must meet basic safety criteria outlined in this Rulebook.

**Prime responsibility for the safe condition and operation of a vehicle in competition rests with the vehicle owner, driver, and crewmembers. The track operator's main concern is to provide a place to conduct events. BDRC produces guidelines based on experience gained and circulates information to help perpetuate the sport. Close observance of the standards set forth in this Rulebook is required for all owners, drivers, and crewmembers.**

A drag racer's primary objective is to become the overall winner of the category of competition in which his or her car is classified. A series of two-car, tournament-style eliminations is conducted. The losing vehicle in each race is eliminated, and the winning drivers progress into succeeding rounds of competition. This series of races continues until one winning driver remains. That driver is declared the category winner. At an event, drag racers are divided on the basis the categories listed below. Essentially, drag racing is a pairing of two vehicles against each other in a race through a straightaway course. The start is the key to its uniqueness, because all races start from a standstill. Today's modern starting system is a product of continued development, designed to provide each competitor with the fairest start possible. The system features a vertical series of lights displaying a visual countdown for each driver. Most drivers try to make their move between the last amber light going off and the green light coming on. Technique in staging and starting is one of the most vital skills a drag racer can develop, since a majority of

races are won or lost at the starting line. Close observation and lots of practice can pay off. Two performances are monitored for each run: the elapsed time and the speed. On an elapsed-time run, the car first leaves the starting line, breaking the light beam that activates the electronic timer. As the car continues through the course, the timer records the elapsed seconds and fractions of seconds until the car breaks the finish-line beam and stops the timer. Top speed is determined by the car breaking two additional light beams at the finish line. Drivers may be disqualified if they commit a foul, a form of disqualification is a foul start (or "red-light"). This happens when the driver reacts to the Tree too quickly and drives away from the starting line before the green go signal.

Ask most people in the street to describe Drag Racing and they will probably talk about cars with huge engines, massive slick tires, and flames flying from the exhausts racing each other at extremely high speed down a strip of concrete. While this often-televised form of dragging is valid, drag racing has many different levels of competition.

### 4.2 How to Drag Race

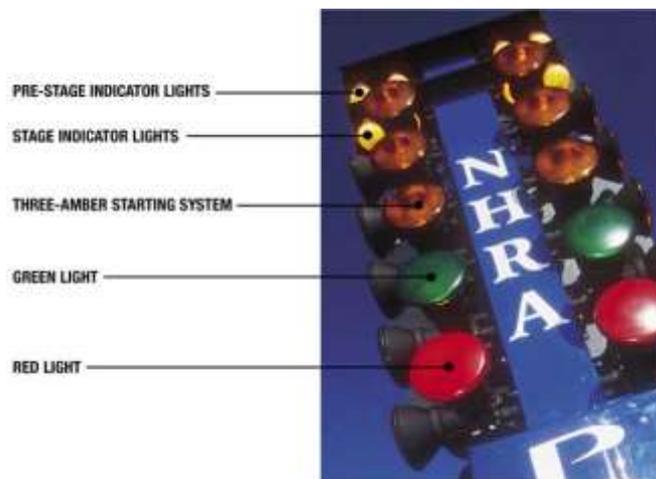
Each week we find that more and more new comes to our sport of Drag Racing and sometimes it can all be a little confusing ... pre-stage and stage lights, red light starts, reaction times, & so on. However, as you know, nothing is confusing once you understand it... and that's the purpose of "How to Go Drag Racing".

By the time you have read this you will be an expert on just what makes drag racing tick. We can't make you an expert racer... that will only come with time and experience, but at least we can give you a head start! So, welcome to the world of drag racing. You may find after reading this booklet and racing a few times, that you will be hooked on drag racing... and that's how we've planned it!

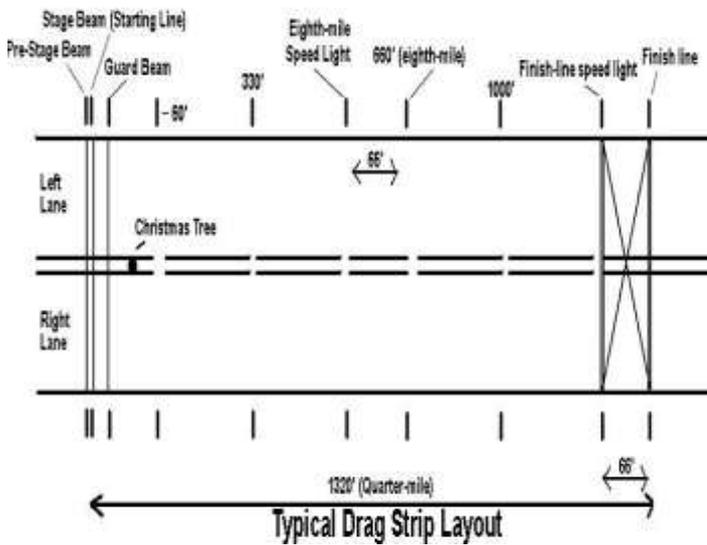
### 4.3 Let's Go Drag Racing

Entry to the event can be done on the day by paying as you go through the Competitors Gate. Your entry fee at these type of events admits the driver and vehicle. After paying your entry fee you will receive an Entry Form, officials at the gate will tell you where scrutineering is taking place. Unless you have work to do like changing wheels, it is advisable to get into the line up for scrutineering as soon as possible. The Scrutineering Officials will check your vehicle for general safety items and basic protective clothing; there are only a few requirements that are needed to compete at this event such as an approved helmet, long sleeves, closed shoes and socks. Bikes need a helmet, leather jacket and long pants as a minimum. Also you will be required to sign a disclaimer form at which time you will be given an wrist band. If you do not have a wristband you will not be permitted on to racing surface. Your 'crew' must leave the start line area as soon as you have done your run. After going through scrutineering and having a race number allocated, go straight to the staging lanes. The Scrutineering Officials will put a number on the front of your windscreen that is the lane you line up in each time you want to make a run. Staging lane officials run each lane in turn so everybody gets a fair go and equal chance of going down the track.

When you reach to front of the Staging Lanes you will be instructed as to which lane to run it. By this time, you should have your Seat Belt on, Helmet on and done up and window wound up. Once you get to the area the Burnout Official will instruct you as to when to start your burnout, if you choose not to do a burnout you can drive around the water and proceed to the Start Line once the burnout Official waves you on. For those doing static burnouts (locking the front brakes and spinning the rears) the only place you can do this is on the concrete Burnout pad. Static burnouts anywhere else damage the surface, ARE NOT ALLOWED! As you approach the start, there are three sets of photocells in each lane. The first is the PRE STAGE beam, which controls the top light on the Christmas Tree. This does nothing more than let you know you have 200mm (8 inches) to go to the STAGE LIGHT, which is the second light on the tree. The race cannot be started until this light is on. The final beam is the GUARD BEAM, which starts the timers if the stage beam has not been cleared. This usually only applies only to very low cars such as dragsters.



The Christmas Tree has a set of independent lights for each lane consisting of 2 small white Globes at the top, the uppermost is the PRE STAGE lights, then 2 small white just below it is the STAGE lights. When your vehicle is properly staged both there STAGE (top white globes) and the STAGE (2nd top white globes) lights are on and you're ready to give your full attention to the Christmas Tree. Next you have 3 AMBER lights, once staged and the Starter activates the 'Tree' each light will flash on in 4/10ths of a second intervals. Just below the 3rd amber light there is a GREEN (GO) light and below that a RED, (FOUL) light which is activated if you move before the GREEN light comes on. When the stage light is on, your front tire is interrupting the stage beam across the track. If that beam is re-opened before the green light comes on ie you leave too soon, the red FOUL light comes on. While this doesn't matter in Qualifying, or Test runs, however in Elimination Racing it means you are disqualified for jumping the start. The finish line has a series of two photocells. The first is approx. 20 meters (66 feet) before the finish line. The second is the finish line itself. The first and second lights start and stop the Speed Traps to measure your speed across the finish, the second light also stops the Elapsed Time (ET) clocks and therefore provides the Elapsed Time and Terminal Speed for the run.



After crossing the finish line, you should back off and look for the end of the racing surface (600m past the finish line) while steadily applying the brakes, the return road is off to your left and you should negotiate the turn slowly and safely. If you have a problem and cannot stop, don't try to take the corner at high speed - continue straight ahead into the sand trap which will pull you up safely. If your vehicle breaks down and can't leave the racing surface, pull over to the side and switch your hazard lights on. Please note, while on the return road the speed limit is 30km/h and you must keep to your right as there is two-way traffic.

As Drag Racing originated in the USA all timed distances are measured in imperial measurements being feet with the total race distance being a 1/4 of a mile (402 meters). All details of the run are shown - Reaction Time, 60' time, 330' time, 660' (halftrack) time and speed, 1000' time, 1/4 mile time or Elapsed Time (ET) and speed in km/h. Both lanes are shown on the time slip so you can even compare your performance against the other lane. We will explain about reaction times a little later in the section "WORKING THE LIGHTS"

#### 4.4 Working the Lights

Before diving into an explanation of how to "cut a good light", you must remember two things.

1. Each lane is timed independently of the other, and
2. The timers do not start when the green light comes on.

3. The timers only start when your vehicle moves out of the stage beams to give an extreme example, if you were to sit on the start line until your opponent crossed the finish line and then leave, you may run a time much quicker than your opponent, but he would easily win the race, simply because he had a much better reaction time - like around 15 seconds better! In real racing this sort of thing happens all the time, except the difference between reaction times is in hundredths of a second. When you get your time slip after a run, look at your reaction time. Compare it to your opponent. Reaction times work on a simple principle. It measures the time from when the last amber come on to when your front wheel clears the start line beam. A "perfect light" (.400) meaning that the vehicle has cleared the stage beam at exactly the same time as the green light came on. This is shown on the time slip as .400. Anything less than this means

that you left too early and red lighted (fouled) and this will be shown on your time card as a negative value. Of course any value shown above .400 is of course wasted time sitting at the start line. Most newcomers to Drag Racing leave when the green light comes on. This will give a reaction time of around 1 second. For example, if you pulled a 0.920 reaction time and your competition ran a .660 Reaction Time, you have given away over six tenths of a second start right at the start line. For a more graphic example, with two cars of the same performance running 160 km/h in the quarter mile, this .660 wasted at the start represents about 6 car lengths at the finish line! So, lesson number one in cutting a good light is to forget about the green. Try leaving as soon as you see the last amber light. You'll probably be surprised to find you did not red light. And when you get your time slip, you will be amazed at the difference in your reaction time. After that it is largely up to you and your vehicle. You should try to improve your reaction times until you can run around the .450 second range however anything under .500 of second if pretty good. If you are puzzled why you can leave before the green light comes on, without triggering the red light... Well, it is to do with reaction times... Firstly, your reaction to a signal, in this case the last amber will be around .470 - .600 of a second. Medical studies have pegged average human reaction times at around this time. Secondly, the reaction time of your vehicle itself - the time it takes from when you stomp on the throttle to when your front tires move out of the stage beam. Therefore, you can see that it takes almost half the time between the last amber and green to react and

stand on the throttle, plus more than this time again, for your vehicle to move forward and clear the start line beam. Naturally, the slower the vehicle, the slower the "vehicle reaction" time is and the earlier you can leave on the lights. This takes practice and varies from

vehicle to vehicle..... and that's it, the basics of how to go drag racing. We hope that by increasing your knowledge of drag racing we can improve your enjoyment of it. ... if your good we'll see you at the trophy presentations!

## **5 General Regulation**

### **5.1 ENGINE**

Any small or big block approved model car engine only. Small & Big block engine capacities may range from in cubic inches. Any internal modifications are permitted. Boost bottles permitted. Any mufflers, including tuned pipes and variable chamber pipes are permitted, and exhaust outlets must exit the vehicle pointing to the horizontal or above.

### **5.2 EXHAUST SYSTEM**

Competition exhaust permitted. Exhaust must be directed out of the car to the rear, away from driver and fuel tank. Open manifolds and open shorty headers are NOT allowed. Full length or long tube open headers are allowed only if the flanges or the outlets are out of the engine compartment and away from driver and fuel tank. Header Tether is required to be used.

### **5.3 FUEL**

Racing gasoline, gasoline, methanol, gasohol, diesel and ethanol permitted. Nitro-methane prohibited even when mixed.

### **5.4 FUEL SYSTEM**

All fuel tank filler necks located inside trunk must have filler neck vented to outside of body. Vented caps prohibited. All batteries, fuel lines, fuel pumps or filler necks located inside trunk require complete dividing wall of at least .024-inch (.6 mm) steel or .032 (.8 mm) aluminum to isolate driver compartment from the trunk area. Fuel lines must be located outside the driver's compartment. Fuel tanks must be within the boundaries of the body. no fuel tank allowed in driver compartment.

### **5.5 LIQUID OVERFLOW**

Radiator Catch-can is mandatory for coolant overflow; one pint (.47 l) minimum capacity.

### **5.6 NITROUS OXIDE**

Commercially available nitrous oxide permitted, including on supercharged and turbocharged engines. Nitrous bottles in driver compartment must be equipped with a relief valve and vented outside of driver's compartment. Bottles must be stamped with a DOT approval, and permanently mounted (no hose clamps or tie wraps). Hoses from bottle(s) to solenoid must be high pressure steel braided or FIA/NHRA permitted hoses. Commercially available, thermostatically controlled, blanket-type warmer accepted. Any other external heating of bottle prohibited. No bottle may be turned on until after burnout is completed. No inline valves accepted as bottle shutoff in staging lanes. Push systems accepted. Nitrous system must be activated by a wide-open throttle switch. All nitrous bottles must be stamped and meets DOT approval. The use of torch or any direct flame to heat up nitrous cylinder is strictly prohibited in any BIC controlled areas. Any reported occurrences will be reported to the Steward to take the necessary disciplinary action.

### **5.7 SUPERCHARGER, TURBOCHARGER**

Superchargers and turbochargers are permitted on gasoline, racing gasoline, and methanol burning cars. Supercharger restraint system meeting SFI Spec 14.1 is mandatory on Roots type supercharger when methanol is used as a fuel. Any OEM street-type blower permitted.

### **5.8 Drive train**

### **5.8.1 TRANSMISSION, Automatic**

Spring-loaded, positive reverse lockout device and functional neutral safety switch mandatory. Transmission shield meeting SFI Spec 4.1 is mandatory on any car running 10.99 or quicker or any car exceeding 145 mph in the PRO class or tube chassis vehicle. Automatic transmission flex plate meeting SFI Spec 29.1 and flex plate shield meeting SFI Spec 30.1 mandatory on cars running 10.99 or quicker or any car exceeding 145 mph in the PRO class or tube chassis vehicle.

### **5.8.2 TRANSMISSION, aftermarket Planetary**

Transmission shield meeting SFI Spec 4.1 mandatory on any supercharged or turbocharged vehicle, or any vehicle burning methanol or nitrous oxide, running 8.99 seconds or quicker and equipped with aftermarket planetary transmission.

### **5.8.3 CLUTCH, FLYWHEEL, FLYWHEEL SHIELD, Flex Plate, Fox Auto Trans**

Flywheel and clutch meeting SFI Spec 1.1, 1.2 (2-disc maximum) is mandatory on any car running 10.99 or quicker. Flywheel shield meeting SFI Spec 6.1, 6.2 6.3, or 9.1 minimum is mandatory on all other cars running 9.99 or quicker. Cars with rotary engines running 10.99 or quicker must be equipped with a flywheel shield made of 1/4-inch (6.35 mm) minimum thickness steel plate surrounding the bell housing 360 degrees.

## **5.9 DRIVELINE**

OEM production line all-wheel-drive vehicles permitted. Drive shaft loop required on all cars running 10.99 or quicker. However, all pre 1990 cars must have drive shaft loop (except vehicles running 10.99 or slower cars equipped with street tires.) axle rear end with conventional rear end housing (Example: 1963 through 1982 Corvette.) Cars with independent rear suspension using upper and lower (both) control arms may retain swing axle assembly, regardless of weight or E.T. Must have 360 degree, minimum 1-inch wide by 1/4-inch thick (25 x 6.4 mm) axle retention loop Spring-

loaded, positive reverse lockout device and functional neutral safety switch mandatory. Transmission shield meeting SFI Spec 4.1 is mandatory on any car running 9.99 or quicker or any car exceeding 135 mph (217.2 km/h). Automatic transmission flex plate meeting SFI Spec 29.1 and flex plate shield meeting SFI Spec 30.1 is mandatory on cars running 9.99 or quicker or any car exceeding 145 mph. See General Regulations Transmission shield meeting SFI Spec 4.1 is mandatory on any supercharged or turbocharged vehicle, or any vehicle burning methanol or nitrous oxide, running 9.99 seconds or quicker and equipped with Four-wheel hydraulic brakes mandatory on any bodied car running 7.99 or quicker. Minimum two rear-wheel (one calipers per wheel) hydraulic brakes is mandatory on Dragsters, Funny Cars, and any car running slower than 8.00 seconds. Dragsters running slower than 10.99 with a total car weight of 1,000 pounds (454 kg) or less and a one-piece rear axle may use a single brake Full automotive-type front suspension mandatory. Rigid mounted rear axles permitted. One hydraulic shock absorber per sprung wheel is Minimum. Suspension is optional on cars weighing 2,350 pounds (1066 kg) or less with 100-inch (2.54 m) or more wheel-base. See Full automotive-type suspension mandatory. One operating hydraulic shock absorber per wheel is Minimum. Lightening of stock components prohibited. Rigid mounted suspensions prohibited. See Permitted. See General Regulations 3.6. Mandatory on rear engine Dragsters. See General Regulations 4.3. Minimum 3-inches (7.6 cm) from front of car to 12-inches (30.5 cm) behind centerline of front axle, 2-inches (5.1 cm) for remainder of Mandatory on any car with top speed in excess of 160 mph. Welded spider gear rear ends prohibited in all classes. Four wheel drive permitted per class requirements. Aftermarket axles and axle-retention device mandatory on 9.99 or quicker E.T. cars; also mandatory on any car (regardless of class or E.T.) with a spool. Wheel studs must be 5/8-inch minimum on any car run 8.99.

## **5.10 BRAKES & SUSPENSION BRAKES**

Four-wheel hydraulic brakes mandatory on any bodied car running 7.99 or quicker. Minimum two rear-wheel (one caliper per wheel) hydraulic brakes are mandatory on Dragsters and any car running slower than 8.00 seconds. Dragsters running lower than 10.99 with a total car weight of 1,000 pounds (454 kg) or less and a one piece rear axle may use a single brake rotor with dual calipers. See General Regulations 3.1.3.2

#### 5.10.1 SUSPENSION Altered, Dragsters

Full automotive-type front suspension is mandatory. Rigid mounted rear axles permitted. Minimum one hydraulic shock absorber per sprung is wheel. Suspension is optional on cars weighing 2,350 pounds (1066 kg) or less with 100-inch (2.54 m) or more wheelbase.

#### 5.10.2 SUSPENSION, Stock-bodied cars

Full automotive-type suspension is mandatory. Minimum one operating hydraulic shock absorber per wheel is mandatory. Tempering with stock components is prohibited. Rigid mounted suspensions is prohibited.

#### 5.10.3 WHEELIE BARS

Wheelie bars are permitted. Wheels must be non-metallic.

### 5.11 Frame/Chassis

#### 5.11.1 GROUND CLEARANCE

Minimum 3 inches from front of car to 12 inches behind centerline of front axle; 2 inches for remainder of car, except oil pan and exhaust headers where permitted. When permitted under Class Requirements, devices used for anti-rotation purposes (i.e., wheelie bars) are exempt from the 2-inch-clearance rule.

#### 5.11.2 PARACHUTE

Parachute is mandatory on any car with top speed in excess of 150 mph.

### 5.11.3 ROLL BAR

Roll bar is mandatory in all cars running 10.99 or quicker and in convertibles running 12.99 or quicker, and in dune-buggy type vehicles running 12.00 seconds and slower; all depending on class. Usually come in 4,6 and 8 points.

#### 5.11.4 4-Point Roll Bar

A 4-point cage is what is typically referred to as the “roll bar”. It’s a single tube starting from the vehicles floor, wraps up the car’s B-pillar, across the roof, and back down the opposing B-pillar. The additional tubes will usually come from the roll bar (in close proximity to the roof), towards the trunk. (See figure below)



#### 5.11.5 6-Point Roll Bar

A 6-point roll bar is usually a 4-point roll bar with the addition of two down-tubes. Generally, two tubes (one on each side) will come down from high on the B-pillar tube down to the floor; close to the driver’s foot-well. (See figure below)

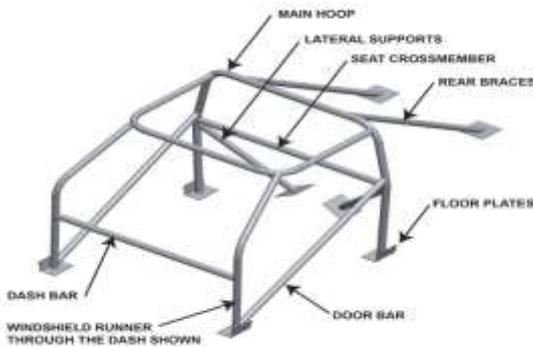


#### 5.11.6 8-Point Roll Bar

A 8-point roll bar is usually a 6-point roll bar with the addition of two down-tubes. (See figure below)



### 5.11.7 ROLL CAGE

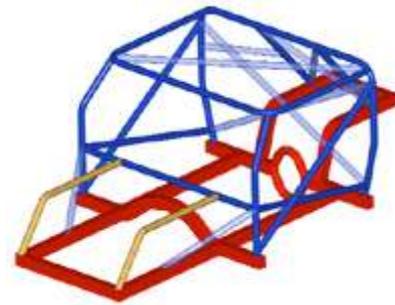


A roll cage is mandatory in all cars running 9.99 or quicker. It is a necessary component for a high performance car, for more than its rollover protection. Just about all safety bodies in almost every class of racing require some form of roll cage. It provides a great deal of protection in a rollover situation; its purpose is not strictly as such. The cage provides a great deal of side, frontal, and rear collision protection. Roll cages come in styles that are typically noted at "points" They usually come in 6, 8, 10, 12, and 14, or more. The "points" is in relation to the number of places the cage is fixed to the frame, and/or structural body members. Convertible cars faster than 8.99 ET must be modified by means of either a sheet metal, aluminum sheet or a carbon fiber sheet that covers the top area of the driver (3/8 inch higher than the top point of the driver's cage), extending from far left of the driver to the center line of the car and at least 2 ft in width covering the area from the back end of driver's seat to the top of the steering wheel



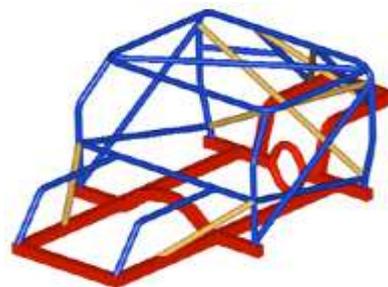
### 5.11.8 6-Point Roll Cage

6-point cages have the addition of tubes that come forward from the roof section of the roll bar; towards the windshield. These tubes surround the parameter of the inside of the roof, with down-tubes now running down the A-pillars. (See figure below)



### 5.11.9 8-Point Roll Cage

8-point cages have the added tubes necessary to pass into the engine compartment of the vehicle. These tubes generally start from the knee-bar of the inner cage, travel through the firewall, and are attached to the lead section of the box frame. (See figure below)



### 5.11.10 14-Point Roll Cage

14+ point cages are simple additions to the current 12-point cage. There are no “typical” additions that make a 12-point cage, into a 14+ point. Some possibilities include those shown below Just as important to the safety of the driver and vehicle, the cage provides something else of importance. The cage adds rigidity to the structure. Having the chassis as stiff as possible aids in many aspects of traction, weight transfer, and suspension geometry. Having the chassis rigid is necessary to road, drag, and off-road racing situations. Less flex equates to more predictable vehicle dynamics. Having the vehicles dynamics stabilized allows the suspension geometries and resistances to be tuned for the maximum performance of the system. To illustrate the effects of stability, take into consideration of a simple truss, versus a single piece of tube. A single piece of tubing defects under load far greater than the same piece of tube, with the addition of the elements of a truss. The safety cage creates a 3-dimensional truss that adds substantial amounts of strength to the structure.

## **5.12 Wheels and Tires**

### **5.12.1 TIRES**

Tires will be visually checked for condition, pressure, etc. and must be considered free of defects by the technical inspector prior to any run. All street tires must have a minimum of 1/16-inch tread Depth. Temporary spares, space-saver spares, farm implement, or Trailer tires are prohibited. Metal, screw-in valve stems mandatory in tubeless tires, front and rear, on cars running 11.99 or quicker.

### **5.12.2 WHEELS**

Hub caps must be removed for inspectors, who will check for loose lugs, cracked wheels, worn or oversize lug holes, and condition of Spindles, axle nuts, cotter pins, etc. Snap-on hubcaps are prohibited on any class car. Each Car in competition must be equipped with automotive-typewheels with a minimum 13 Inches of diameter unless class requirements stipulate otherwise. All wheel studs must project into the hex portion of the lug nut by a Distance equal to one diameter of the stud. Maximum rim width on any car

16 inches. No rear-wheel discs or covers permitted in any Category.

## **5.13 Interior**

### **5.13.1 SEATS**

Properly braced, framed and supported seats constructed of aluminum, composite material, double layer poly or Carbon Fiber (automotive accessory seats) permitted.

### **5.13.2 SEATBELTS**

Seat belt is mandatory in all cars. Three-inch (7.6 cm) driver restraint system meeting SFI Spec16.1, mandatory in any car running 10.99 or quicker and in convertibles running 12.99 or quicker, and Dune buggy type vehicles running 12.00 seconds or slower. SFI 16.1 restraint system, when required, includes crotch strap, and must be updated at two-year intervals from date of manufacture.

### **5.13.3 SHEET METAL**

Driver compartment interior must be aluminum, steel, or Carbon Fiber. Magnesium NOT allowed.

### **5.13.4 WINDOW NET**

Any vehicle that is required by the rules to have a roll cage should have a window net. A ribbon-type or SFI 27.1 mesh-type window net is mandatory for any full-bodied car running 7.50 (\*4.50) to 9.99 (\*6.39) or if vehicle runs 135 mph or faster.

### **5.13.5 STEERING**

If removable steering wheel is used in cars running between 7.49 (4.49) 6.00 second (3.66), commercially available quick-disconnect steering-wheel adapter meeting SFI Spec 42.1 mandatory.

## **5.14 Body**

### **5.14.1 BODY, Stock-bodied vehicles**

Stock bodied vehicles must have full top and windshield. All full-bodied cars must have two driver exits. Four stock production fenders mandatory, fiberglass duplicates permitted. Fenders may be trimmed for tire clearance, altered fenders must have edges re-rolled or beaded.

#### **5.14.2 BODY, Altered-body vehicles**

Vehicle body may be chopped, channeled, sectioned, streamlined, etc. in PRO class only. Sedan delivery, 1-ton max trucks or sedan pickups (Ranchero, El Camino) permitted. Fiberglass bodies permitted. Door hinges on any lift-off door must have safety pins or locks.

#### **5.14.3 FIREWALL**

In an effort to maintain safety and quality, firewall is mandatory. Each car in competition must be equipped with a minimum .032-inch aluminum or .024-inch steel firewall, extending from side to side of the body and from the top of the engine compartment's upper seal (hood, cowl, or deck) to the bottom of the floor and/or belly pan. Firewall must provide a bulkhead between the engine and/or fuel tank and driver compartment. All holes in firewall must be sealed with aluminum or steel. In certain instances, fiberglass, carbon fiber, or other composites may be used. See Class Requirements. Use of magnesium prohibited.

#### **5.14.4 FLOOR**

Floor of a car is mandatory and could be made of be aluminum 0.032, steel 0.024, or Carbon Fiber. Magnesium NOT allowed.

#### **5.14.5 HOOD**

Hood is optional. Carburetors must be covered by flash shield or scoop. Hood scoop may not extend more than 11-inches (27.9 cm) above height of hood surface.

#### **5.14.6 WINDSHIELD, WINDOWS, Stock-bodied vehicles**

Mandatory, must be in good condition and free from cracks. Maybe replaced with Plexiglas, Lexan or shatterproof material, 1/8-inch (3.2 mm) minimum thickness. OEM windshield may not be cut for scoops, carburetors, etc. Windshield/window tint must meet the applicable government requirements. Windows must be closed during races, need not be operable. Decals permitted on rear quarter and rear window only.

### **5.15 Electrical**

#### **5.15.1 Batteries**

All batteries must be securely mounted. Batteries may NOT be relocated into the driver or passenger compartments. Rear firewall of .024-inch steel or .032-inch aluminum (including package tray) required when battery is relocated in trunk. In lieu of rear firewall, Battery maybe located in a sealed .024-inch-steel, .032-inch-aluminum, or FIA/NHRA accepted poly box. If sealed box is used in Lieu of rear firewall, box may not be used to secure battery and must be vented outside of body. Relocated battery(s) must be fastened to frame or frame structure with a minimum of two 3/8-inch-diameter bolts. ("J" hooks prohibited or must have open end welded shut.) Metal battery hold-down straps mandatory. Strapping tape prohibited.

#### **5.15.2 Master Cutoff**

Master cutoff Mandatory when battery is relocated or on any vehicle running 9.99 or quicker. An electrical power cutoff switch (one only) must be installed on the rearmost part of each vehicle and be easily Accessible from outside the car body. This cutoff switch must be connected to the positive side of the electrical system and must stop all electrical functions, including magneto ignition. The off Position must be clearly indicated with the word "OFF." If switch is "Push/pull" type, "push" must be the action for shutting off the Electrical system, "pull" to turn it on. Any rods or cables used to activate the switch must be minimum 1/8-inch diameter. Plastic or Keyed switches prohibited.

#### **5.15.3 TAIL LIGHTS**

All cars must have at least one tail light. Any other type of lights in substitute for the tail light (blinking lights) is not allowed.

## 5.16 MOUNTING HARDWARE

Hose clamps and tie wraps may be used only to support hoses and wires; all other components must be welded, bolted, aircraft clamped, etc.

## 5.17 Driver

### 5.17.1 DRIVER RESTRAINT SYSTEM

Required, see Seatbelt requirements above.

### 5.17.2 HELMETS & GOGGLES

As outlined under Class Requirements, drivers in all classes must wear a helmet meeting SNELL or SFI Specifications or BSI BS 6658-85 type A (including all amendments) Specs. SFI Spec 31.2 = SNELL SA, full-face helmet. Drivers in all 13.99 or quicker cars, and all dune buggy type vehicles running 14.00 seconds or slower must wear a helmet meeting SNELL 90, 95, K98, 2000, or SFI 31.1A, 31.2A, Specs. Driver's in supercharged front-engine open-bodied cars and Funny Cars must wear a helmet meeting SNELL SA95, or SFI 31.1 or 31.2 Specs or BSI BS 6658-85 type A (including all amendments) Specs. Drivers in Top Fuel, Funny Car, Pro Stock, Top Methanol Dragster and Top Methanol Funny Car must use a helmet meeting SNELL SA95 or SFI 31.2 Specs, except as noted under Class Requirements. SNELL K98 is acceptable in place of any SNELL M rated helmet. Drivers of any open bodied car wearing an "open face" helmet, must wear protective goggles. Modifications to helmet/visor/shield are prohibited. All helmets must have the appropriate certification sticker affixed inside the helmet.

### 5.17.3 NECK COLLAR

Neck collar is mandatory in all cars running 9.99 or quicker, or cars exceeding 145 mph.

## 5.17.4 PROTECTIVE CLOTHING

"Protective clothing" includes a suit (one-piece suit or jacket and pants), head sock, gloves, boots or shoes and females must wear a sports bra (if worn). Suit/jacket and pants must each be labeled as meeting applicable SFI Specification or FIA standard where applicable. Minimum Jacket and pants meeting SFI Spec 3.2A/5 and gloves meeting SFI Spec 3.3/1 mandatory for all cars, except for vehicles, supercharged or turbocharged with alcohol, or when automatic transmission is located in driver compartment: Jacket and pants or suit meeting SFI Spec 3.2A/15, gloves meeting SFI Spec 3.3/5, and boots or shoes meeting SFI Spec 3.3/5. For all open bodied cars where the driver does not use an SFI 3.3 neck collar (driver who uses head and neck restraint system only), an SFI 3.3 head sock or SFI 3.3 skirted helmet mandatory.

## 6 General Safety Rules for All Classes

1. Drivers in all classes must wear a helmet meeting NHRA class require or FIA.
2. Drivers in all classes must wear a Racing suit meeting NHRA require or FIA.

3. Must have at least 2 door exit of driver compartment (Door slammer).
4. Any changes to the car must be addressed to the scrutineers.
5. Original seat belts on vehicles running 11.99 ET and four-point seat belts and more required on vehicles doing less than 11.99 sec. and 13.99 for opened body's and convertible
6. 4,6 or 8 point Rolle bar is mandatory for any vehicle running 10.99 ET or lower than.
7. Aftermarket SFI seat for car running 10.99 ET.
8. Driveshaft loop is mandatory for any cars running 10.99 ET or any car with slick tires.
9. All cars running 10.99 sec and faster require a master electrical cutoff with the ON/off position clearly marked on all classes.
10. Transmission shield is mandatory on all car's running 10.99 ET or lower.
11. Harmonic balancer meeting SFI Spec 18.1 mandatory in any car running 10.99 (\*6.99) or quicker.
12. Flywheel shield is mandatory on any car running 9.99 ET or lower than.
13. Aftermarket drive shaft mandatory in any car run 9.99 or quicker
14. Neck collar meeting SFI Spec 3.3 mandatory in all cars running 9.99 (\*6.39) or quicker or cars exceeding 135 mph.
15. 6 point role cage is mandatory for any vehicle running 9.99ET or lower than.
- 16.12 point role cage is mandatory for any vehicle running 8.99ET or lower than.
17. Aftermarket axles and axle-retention device mandatory on any car running 9.99
18. Cars running between 7.49 (\*4.49) and 6.00 (\*3.66) seconds must meet SFI Spec 25.1, 25.2, or 25.3 roll cage.
19. Parachute is mandatory for vehicles running 250 KMH / 150 MPH.
20. All classes car must equip with engine diaper or belly tray ( minimum 2-inches- high lip on all sides ).
21. Radiator catch-can is mandatory for coolant overflow as well as oil catch-can for all cars with wet sump or without PCV valve.
22. Coolant or additive to cooling system prohibit (only pure water).
23. Fenders and quarter panel area must be smooth and has no sharp edges.
24. Burnout must be done by the driver and no one else is allowed to hold the car during the burnout, the crew

- is allowed to toggle the data switch on prestaging but never touch the car by all means while staging.
25. Driver must not leave the vehicle when entering the run process.
  26. Vehicle can only enter one class per race.
  27. Racing gasoline, gasoline, alcohol, gasohol, and ethanol permitted. Nitro methane and propylene oxide prohibited.
  28. Fuel tank located inside trunk require complete bulkhead of at least .024-inch steel or .032-inch aluminum to isolate driver compartment from trunk (Firewall mandatory).
  29. All batteries must be securely mounted. Batteries may NOT be relocated in the driver or passenger compartment uncovered, it must be covered in a box fastened to vehicle body or frame with 3/8 studs.
  30. Driver compartment of any enclosed or full-bodied car must be totally sealed from engine and transmission.
  31. In gear kill ignition is mandatory, Vehicle should not start while it is in gear (for example in D)
  32. All lug nuts must be present & tightly hold the wheel & tire assembly to the car's hub.
  33. All carburetors must be covered either with hood or scoop.
  34. Accelerator pedal must have a return spring & operate freely.
  35. Custom fuel lines has to be routed from outside of the car and isolated from the driver compartment.
  36. Nitrous oxide if mounted in driver's compartment must be equipped with relief valve and vented outside of compartment if equipped with a heater pad.
  37. Nitrous bottles mount must be bolted directly to vehicle body or frame
  38. OEM windshield may not be cut for scoops, carb, etc.
  39. All windows must be clear (only factory tinting acceptable)
  40. All windows intact and rolled up during the race
  41. Front windshield has to be clear with no cracks
  42. Door hinges on any lift-off door must have safety pins or locks.
  43. Cars with (T top roofs) should be removed and replaced with steel frame and covered with aluminum, carbon fiber, fiberglass or steel.
  44. Minimum one Tail light mandatory on all vehicles
  45. Open manifolds and open shorty headers are NOT allowed
  46. Headers tether is mandatory on any removable collector. (BOLTED)

47. Floor is mandatory from steel 0.024, aluminum 0.032, or carbon fiber.

48. Clamps (steel and plastic) are permitted on hoses, wires & fuel lines.

49. Electrical wires has to be zip tied and safely located away from any heat and fuel line.

50. Exhaust must be directed out of car to rear, away from driver and fuel tank.

51. Maximum front overhang of 45" as measured from centerline of front spindle, an extension may be added to reach the maximum length. Unless OEM is longer.

52. Wheel base should be OEM allowable + 2 inches to extend maximum.

53. Minimum 3 inches from front of car to 12 inches behind centerline of front axle, 2 inches for remainder of car, except oil pan and headers.

54. Brake system should be functioning on all 4 wheels

55. Vehicle push start is not allowed beyond the water box.

56. All entered vehicles must be in good condition & appearance. Excessive body damage, primer body panels, etc., are not allowed. The mechanical condition of the vehicle must always meet these technical requirements, & shall not pose a hazard. The vehicle may be inspected for violations at any time during the event.

57. Both drivers must have their pre stage lights lit before either may advance into the stage beams. Once both lights have been lit a driver cannot re-stage for a second time. Doing so will result in disqualification. All decisions of the starter are final.

58. All racers must have a valid, current issued driver's license to compete.

59. Bahrain Drag Racing Club is not responsible for any accident or damages to any vehicle in the races.

60. Driver must not leave his vehicle when entering the Drag Strip

61. No two-way radio allowed in any index class.

62. Delay box not allowed in all Index classes or any devices works like it. A delay box or delay device is defined as any device (electronic, pneumatic, hydraulic, mechanical, etc.) built for the express purpose of creating a delay between the releases of transbrake.

63. Steel, aluminum and carbon fiber wheel tub only.

64. Exhaust outlet must be designed 45 degrees or more facing upwards to prevent debris/metal from engine or its components to cause damage to either individuals or components at the vicinity of the subject car.

Y = Required • C = Convertibles • Numbers Refer to General Regulations • Years Refer to SFI Expirations • In no way is this Quick Reference Chart intended to supersede or replace the current NHRA Rulebook (quarter-mile e.t.s)  
 Unless otherwise noted in this E.T, Quick Reference Chart, refer to SFIFoundation.com for the latest version of all non-chassis specifications. Also, unless otherwise noted in this document, refer to TechConn. NHRA.com for the latest SFI chassis specification versions. Note: Only certified NHRA chassis inspectors and authorized NHRA officials have access to TechConn.NHRA.com. An item with an expiration period must be returned to the original manufacturer for inspection and recertification at the end of this period before it can be permitted for further use at an NHRA event.

| Item   | 6.00 to 7.49 | 7.50 to 9.99  | 10.00to 10.99 | 11.00to 11.49 | 11.50to 13.99 | 14.00&Slower | Expiration                      |
|--|--------------|---------------|---------------|---------------|---------------|--------------|---------------------------------|
| Master Electrical Cutoff Switch  | Y            | Y             | 8:4 / 135 mph | 8:4           | 8:4           | 8:4          |                                 |
| Nick Collar (SFI 3.3)  | Y            | Y             | 10:8          | 10:8          | 10:8          | 10:8         |                                 |
| NHRA Competition License   | Y            | Y             | 10:4          | 10:4          | 10:4          | 10:4         |                                 |
| NHRA Chasis Sticker  | Y            | Y             | 4:4           | 4:4           | 4:4           | 4:4          |                                 |
| Padding Bar/Cage   | Y / SFI      | Y / SFI       | Y / SFI       | Y             |               |              |                                 |
| 10:6 / 135 mph 10:6 / 135 mph  |              |               |               |               |               |              |                                 |
| Parachute  | Y            | Y / 150 mph   | 4:8           | 4:8           | 4:8           | 4:8          |                                 |
| Presurizad Bottles DOT (1800)  | Y            | Y             | Y             | Y             | Y             | Y            |                                 |
| Protective Clothing  | Y            | Y             | Y             | Y             | 10:10         | 10:10        |                                 |
| SFI 3.2A/15; 3.2A/20; 3.2A/25; 3.2A/30 Driver's Suit<br>5years, incl. year on tag  |              |               |               |               |               |              |                                 |
| Roll Bar   |              |               | Y             | Y             | C / 13.49     | 4:10         |                                 |
| Roll Cage  | Y            | Y             | Y / 135 mph   | 4:11          | 4:11          | 4:11         |                                 |
| SFI Chassis Spécification  | Y            | 4:4 / 180 mph | 4:4           | 4:4           | 4:4           | 4:4          | 1 year                          |
| SFI 2.1; 2.2; 2.3; 10.1; 10.5; 25.1 Full Body Chassis Spec; Pro Stock<br>SFI 2.4; 2.5; 2.6; 2.7; 10.2; 10.3; 10.4; 25.1 Adv. E.T.; 25.2; 25.3; 25.4; 25.5<br>3 years |              |               |               |               |               |              |                                 |
| Supercharger Restraints (SFI 14.1; 14.2; 14.21; 14.3)  | Y            | 1:11          | 1:11          | 1:11          | 1:11          | 1:11         | 2 years                         |
| Taillight  | Y            | Y             | Y             | Y             | Y             | Y            |                                 |
| Transmission Flex plate (SFI 29.1)   | Y            | Y             | 2:14          | 2:14          | 2:14          | 2:14         | 3 years                         |
| Transmission Locking-Type Dipstick   | Y            | Y             | Y             |               |               |              |                                 |
| Transmission Reverse Lockout   | Y            | Y             | Y             | Y             | Y             | Y            |                                 |
| Transmission Shield (SFI 4.1)  | Y            | Y             | Y             | 2:14          | 2:14          | 2:14         | Rigid, 5 yrs.; Flexible, 2 yrs. |
| Window Net Full-Bodied Cars  | Y            | Y             | 6:3 / 10:3    | 6:3 / 10:3    | 6:3 / 10:3    | 6:3 / 10:3   |                                 |

| Item                                     | 6.00 to 7.49 | 7.50 to 9.99 | 10.00 to 10.99 | 11.00 to 11.49 | 11.50 to 13.99 | 14.00 & Slower | Expiration |
|--|--------------|--------------|----------------|----------------|----------------|----------------|------------|
| Aftermarket Rear Axles                   | Y            | Y            | Y              | 2:11           | 2:11           | 2:11           |            |
| Arm Restraints (Open-Bodied Cars)        | Y            | Y            | Y              | Y              | 10:3 / 11.99   | 10:3           |            |
| Bellhousing (SFI 6.1; 6.2)               | Y            | Y            | Y              | Y              | 2:10           | 2:10           |            |
| Driver Restraint System (SFI 16.1; 16.5) | Y            | Y            | Y / 10:5       | Y / 10:5       | C / 10:5       | 10:5 / 10:11   | 2 years    |
| Driveshaft Loop                          | Y            | Y            | Y              | Y              | 2:4            | 2:4            |            |
| Electric Vehicle 16.00 & Quicker         | Y            | Y            | Y              | Y              | Y              | 2:4            |            |
| Flexplate Shield (SFI 30.1)              | Y            | Y            | 2:14           | 2:14           | 2:14           | 2:14           | 5 years    |
| Flywheel/Clutch (SFI 1.1; 1.2)           | Y            | Y            | Y              | Y              | 2:5            | 2:5            | 2 years    |

## 7.1 PROPER USE OF SAFETY EQUIPMENT

### 7 Race Procedures

Seat belts must be worn and adjusted in such a manner that the driver's torso and head cannot extend outside

the parameters of the roll cage. The loosening and removal of seat belts, helmets, gloves, window nets, lifting of helmet shield, and removal of all other safety equipment is prohibited from the time the vehicle leaves the ready line until the vehicle is on the return road. Fire bottle safety pins/clips must be removed from fire bottle controls from the time the vehicle leaves the ready line until the vehicle is on the return road. Fresh air systems must be on and providing airflow to the driver's helmet from the time the vehicle leaves the ready line until the vehicle is on the return road. Violators will be subject to disciplinary action in the sole and absolute discretion of race steward.

## **7.2 BDRC COMPETITION NUMBERS**

All contestants are required to display a permanent driver number at all BDRC events. Numbers are issued to drivers only and are available from BDRC. Racers must have a separate number for each class category. Number must be put on their cars front and rear windshield.

## **7.3 Warm-Ups**

It is mandatory that a driver be seated in the car in the normal Driving position anytime the engine is running, unless coupler or Driveline is removed from vehicle. The practice of Trans brake Testing, converter stalls, line-lock testing, and/or transmission warming is prohibited in all classes, in all areas of the event except in starting-line approach areas beyond staging, or unless vehicle is on jack stands. Non-compliance is grounds for disqualification.

## **7.4 Apparel**

Each member of a participant crew must be fully attired when Present in the staging, starting, and competition areas of the Racetrack. Shoes are mandatory. Shorts, bare legs, tank tops, or Bare torsos are prohibited when driving in any class.

## **7.5 Appearance**

Vehicles participating in drag racing events must be presentable in Appearance at all times; those considered improperly prepared May be rejected by the technical inspector. The appearance of Personnel attending contestant vehicles is equally important and is Subject to the same considerations.

## **7.6 Helmets**

As outlined under Class Requirements, drivers in all classes must wear a helmet.

## **7.7 Occupants**

No more than one person is permitted in any car during any run, except one co-driver permitted in 13.99 second and slower E.T. cars; co-driver must be a minimum of 16 years old.

## **7.8 Test and tune**

All rules and safety apply same as qualify and elimination.

## **7.9 BURNOUTS**

All pre-race burnouts are restricted to designated areas, using water only. If a contestant's vehicle should break on a burnout and cannot back up or be pushed back, it is not permitted to turn on the track and drive back to the starting line. Crossing the centerline during a burnout is not a disqualification. Fire burnouts are strictly prohibited. At events, drivers are allowed one burnout across the starting line under power. Length and time duration must be reasonable and in concert with the opponent's procedures. Unless one driver delay to startup the car more then (3 mints) after one opponent start burnout will automatically disqualify. Divisional event burnout limitations are at the discretion of the event starter.

## **7.10 STARTING LINE CONDUCT**

### **7.10.1 COURTESY STAGING**

It is strongly preferred that all competitors show courtesy to other competitors by using the courtesy staging procedures. Courtesy Staging is when both

vehicles Pre-Stage before either competitor stages. So basically if you Pre-Stage first, please wait for the other competitor to Pre-Stage before you Stage your vehicle.

a) Courtesy Staging will be in effect at all races. This means that no car can enter the second staging light until both cars have entered the first pre-stage light. If a competitor unintentionally lights both bulbs before the opponent stages, the starter will pull the vehicle back and allow the re-stage. This is considered a "pull back " and will only be permitted one time.

b) "Deep Staging" is allowed after both cars have pre-staged. If a car deep stages accidentally there will be no pull back.

c) All cars must stage under their own power, cars must be driven to and from the staging lanes unless broken. Bye-runs are required to run to advance.

d) Once a car reaches the front of the staging lanes for a run, it must be prepared to fire and race. No reruns will be granted due to incorrect dialins after pre-staging.

e) To be a legitimate race winner, a contestant's car must self-start, self-burnout, and self-stage.

f) Both pre-stage and stage lights must be activated to constitute a legal start in all categories.

g) Both contestants must activate their pre-stage lights before advancing into the stage beams.

h) Participant's crew may guide the driver only. This rule also applies to single runs. Push-starting or push-staging any vehicle is prohibited. Staging must be done under the vehicle's own engine power (engine must be running).

i) The application or use of any device, mechanical or electronic that permits the driver to ascertain the position of his or her vehicle in relation to the starting line is prohibited.

j) In all categories if both drivers of a race leave the line before the start system is activated, the driver leaving first is disqualified — if unable to determine who left first, both drivers are disqualified. Any e.t.s posted would be void for lane choice or other considerations.

k) Should the race car reverse function fails post the bun-out and prior to the opponent's pre stage light is illuminated, car can be reverse assisted by means of human push or pull to staging box. The car can then pre stage and stage at its own forward power (NO assist is allowed by any means).

Note: Any external forward assist power during pre-staging or staging will result in disqualifying.

### 7.10.2 BYE RUNS

In the event of an odd number of vehicles in a round during eliminations, the following criteria will be used to determine who gets the "Bye". Round one will be a random "Bye" as chosen by the Staging Lane Director. The driver who runs closest to their dial-in without breaking-out will determine subsequent rounds. Should two vehicles run identical numbers, as in closest to their dial-in, the driver with the quicker reaction time will be awarded the bye run. Only one bye run may be earned per race.

During random pairing eliminations there will be no bye runs unless they are earned, or if there is an odd amount of vehicles. During laddered eliminations, if a laddered vehicle is unable to make a round, that will not be counted as an "earned" run.

### 7.10.3 RED LIGHT

If one of the competitors' leaves the starting line before the starting tree (lights) have shown the green light, it is called red-lighting. So, if you move too soon, a bright red light will flash on the starting tree, and you will be disqualified!

### 7.10.4 Boundary Line Violations

Any vehicle that comes in contact with the outer boundary line will be immediately disqualified from competition. The "first or worst" rule applies in these situations. For example, a competitor who commits a boundary line violation will be disqualified and lose the round even though his/her opponent initiated a red light start.



### **7.10.5 Center Line Violations**

Any vehicle hitting a foam cube will be considered to have crossed the centerline and immediately disqualified from competition. The "first or worst" rule applies in these situations. For example, a competitor who commits a center line violation will be disqualified and lose the round even though his/her opponent initiated a red light start.

### **7.10.6 Break Rule**

If a vehicle breaks after receiving the green light, the pass need not be completed to receive round win status. However, a vehicle must record a reaction time under its own power in order for a run to be considered valid. In situations where a driver is making a single run in eliminations, he/she is considered the automatic winner once he/she stages under power, receives the start and breaks the stage beam. Lane boundary line crossing and red light disqualification rules do not apply on single runs.

Additionally, if a vehicle breaks during the run and crosses the outer boundary and his/her competitor commits a foul (red light start or breakout pass), the vehicle that breaks will be considered the winner. The outer boundary violation is waived in this instance since proper racer etiquette calls for the driver/rider to move out of the lane of travel in order to minimize potential down time due to a fluid leak. However, the center line violation rule does apply in this circumstance.

### **7.10.7 Lane Choice**

In the heads-up categories, lane choice is determined by elapsed time. The driver with the better qualifying E.T. gets first-round lane choice, and in subsequent rounds, lane choice goes to the driver with the lowest E.T from the previous round. If there is a tie to the E.T, speed, reaction time determining factor.

## **7.11 WEIGHING OF VEHICLE/FUEL CHECK**

Under no circumstances may a competitor reject or miss scaling his or her vehicle or fuel check. Any competitor who runs quicker than any of his or her previous runs during the event in all classes and fails to report to post-run inspection (scales or fuel check) will be disqualified from the event. The event will be charged against the competitor's points events with a zero (0) point counting toward the driver's claimed races.

## **7.12 OIL DOWN LEAK PENALTIES**

In an effort to eliminate due to oil cleanup outside the track or any area in BIC, a fee may be in effect by BMF.

## **7.13 Disqualifications**

- Discovery of any device, action, or operation not included in this Rulebook or in conflict with rules contained within this Rulebook is grounds for immediate disqualification.
- One of the rarities at a drag racing event is the situation in which two cars are disqualified during the same elimination race. In most cases, both offending contestants are disqualified. Those situations include both drivers crossing the boundary lines or both drivers leaving the line before the start system is activated. Should a driver received red-light foul start and the opposing driver cross the lane boundary line, the latter infraction would prevail and the driver committing the foul start would be reinstated. In determining lane-boundary-crossing violations, it is considered a disqualification when any portion of a tire completely crosses the painted-line surface. In cases where both opponents cross the centerline or outside line, both drivers will be disqualified. In situations where multiple boundary lines are utilized, the line directly adjacent to the competitor's racing lane will be used for reference. Any time it has been judged that excessive braking has resulted in loss of control that results in contact with the guard wall and/or light fixtures or crossing the center boundary lines, the contestant will be disqualified. Contact with guard wall, barriers, or any other track fixture (rubber cones, when used, are considered visual aids, not fixtures) is grounds for disqualification and/or other actions. Intentional

crossing of boundary lines to leave the track or avoid depositing debris on the track is not grounds for disqualification.

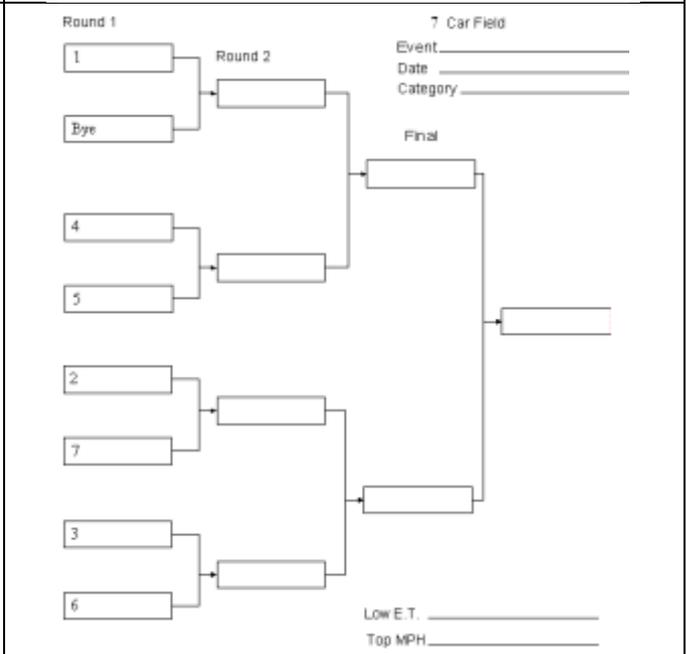
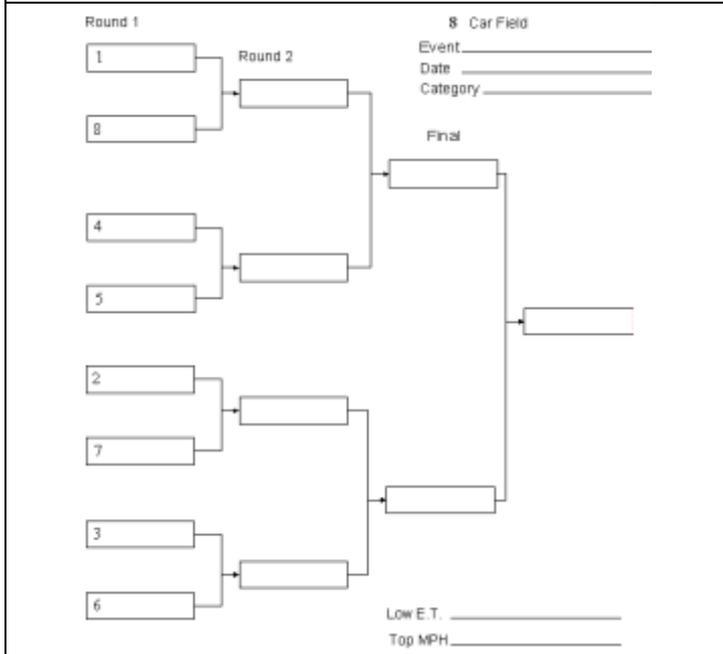
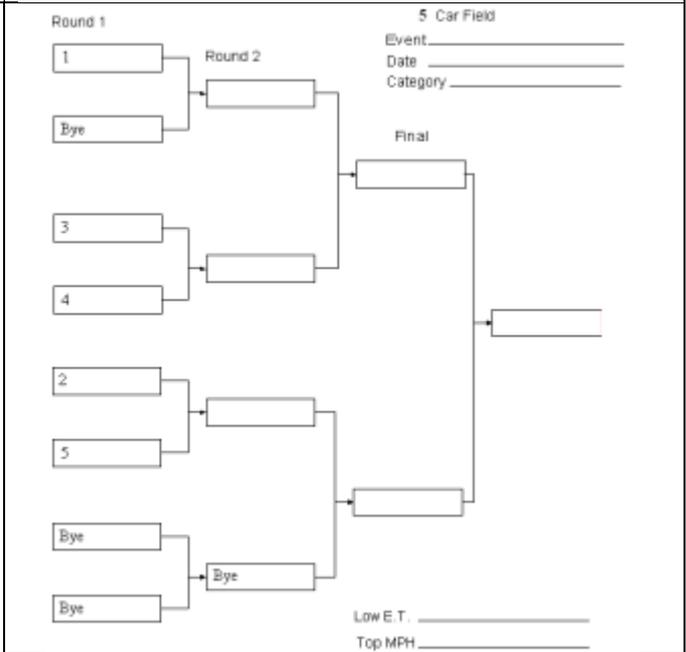
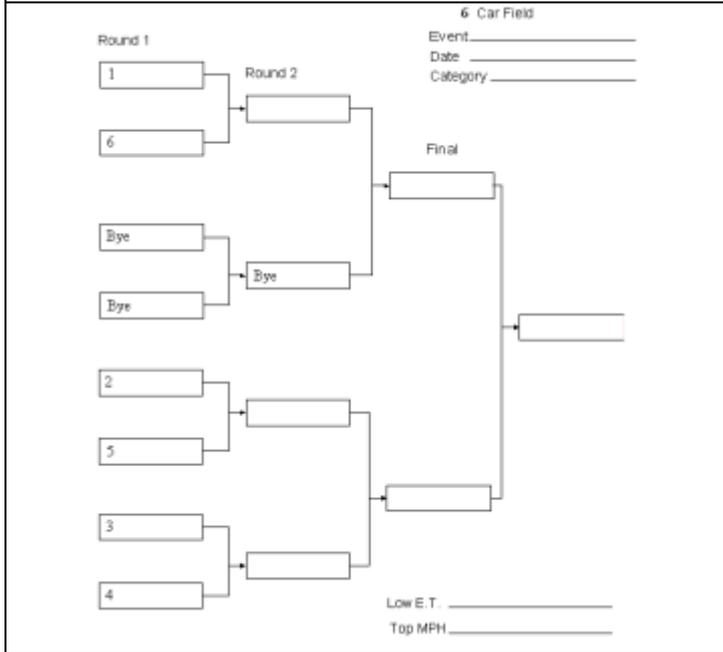
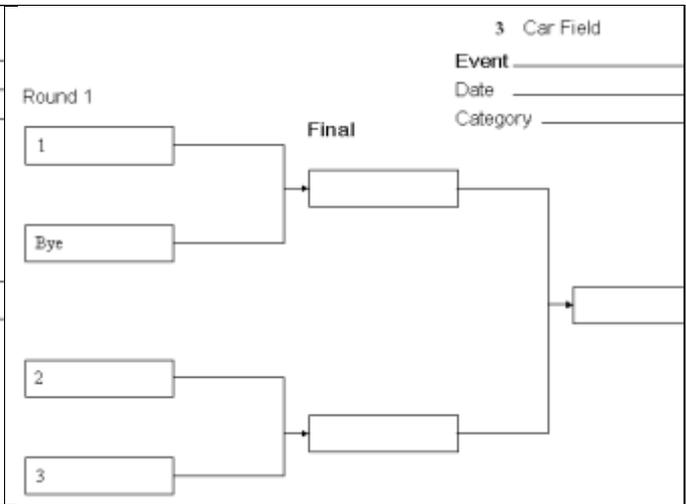
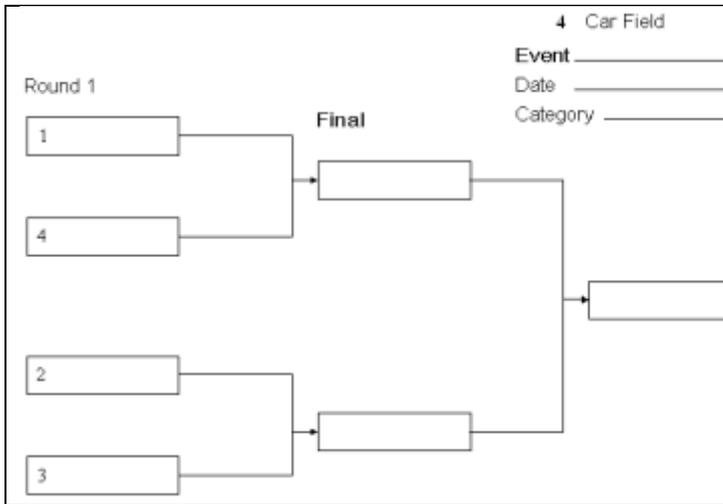
- Any driver and/or pit-crew member found to be under the influence of alcoholic beverages or drugs, regardless of amount, will be ejected from the event. Such a condition is cause for suspension, fine, and/or revocation of competition privileges. Every race must have a winner. In cases where both drivers are disqualified during the same race, the policy is that the first offender is disqualified and the other driver reinstated, providing the grounds for disqualification were equal. However, in most cases, there are varying degrees of rule infractions, with the policy being that

the driver committing the major offence is disqualified; the driver with the lesser offence is reinstated. This system is commonly referred to as “first or worst”.

In determining lane boundary crossing violations, it is considered a disqualification when any portion of the tire runs on the painted line surface or the area directly between sections of painted line where the line is not continuous. The benefit of any doubt must go to the driver.

If a driver is disqualified during competition for any reason prior to the actual start of a race, that driver will not be reinstated. In all cases of disqualification, the Race Director will have the final determination.

## 8 Ladder:



**9 POINT SYSTEM**

**9.1 Points will be calculated in the following manner:**



Racers that participant in 50% of qualifying sessions will be eligible to receive the season Jackpot, keeping in mind that they need to finish a complete run or receive a Did Not Finish (DNF) meaning a breakdown after his official start from the starting line and not the Burnout area. A Did Not Start (DNS) meaning the driver is fully staged and did not move will count as a DNS which will not count as participation. 50 points are awarded to the drivers who successfully participate in qualifying. A minimum of 13 cars is needed to qualify is a 16 ladder tree less than 13 will use a 8 ladder tree.

A minimum of one qualifying out of 3 run will be required to earn participation points.

**9.1.1 Qualifications:**

There shall be 3 qualifying runs and the fastest time for each driver shall determine the bracket to which the driver will be assigned for the elimination runs. Wherever possible, competitors will be given the opportunity to make a pass in each lane.

**9.1.2 Qualifying Points:**

|                 |                 |
|-----------------|-----------------|
| # 1 - 16 Points | # 9 - 8 Points  |
| # 2 - 15 Points | # 10 - 7 Points |
| # 3 - 14 Points | # 11 - 6 Points |
| # 4 - 13 Points | # 12 - 5 Points |
| # 5 - 12 Points | # 13 - 4 Points |
| # 6 - 11 Points | # 14 - 3 Points |
| # 7 - 10 Points | # 15 - 2 Points |
| # 8 - 9 Points  | # 16 - 1 Point  |

**9.2 Points Awarded for Eliminations**

Each round loss is awarded 100 points. Winner in each class are awarded 100 points Example of the top 8 car that qualified:

**9.2.1 8 Car / Bike or Car Field**

Round Points:  
Winner - 400 Points

3<sup>rd</sup> Round Eliminations - 300 Points  
2<sup>nd</sup> Round Eliminations - 200 Points  
1<sup>st</sup> Round Eliminations - 100 Points

**9.2.2 16 Car / Bike or Car Field**

Round Points:  
Winner - 500 Points  
4<sup>th</sup> Round Eliminations - 400 Points  
3<sup>rd</sup> Round Eliminations - 300 Points  
2<sup>nd</sup> Round Eliminations - 200 Points  
1<sup>st</sup> Round Eliminations - 100 Points

**9.3 Rain Out/Race Cancellation Points Policy**

In the event of a rain-out and/or race cancellation, any racer that has successfully participated in the qualifying process will be eligible to receive qualifying points, and will be eligible to count the race as “attended” for championship calculations. If the Rain Out or Race Cancellation occurs, then the position that the driver is in i.e. (his location in the knock out tree of qualify) will be given the allocated point of that position.

**9.4 Tie Breaker Procedures**

In the event that two competitors tie for points at the end of season, the tie-breakers will be awarded to the racer who has achieved the highest number of race results.

**10 Driver recognize**

**10.1 Track Officials**

Track Officials must be obeyed at all times. If you do not understand the track rules, be sure to ask a Track Official before proceeding to the staging lanes or starting line. Any racer, crewmember or spectator who verbally or physically abuses any Track Official will be subject to the following penalties:

- Immediate eviction from BIC and loss 50 points of all points accumulated up to the day race championship.

**10.2 Waivers**

All racers and crewmembers must read and sign the Release and Waiver of Liability Agreement Form when participating in the BDRC Championship.



Anyone found using a false or fictitious name when signing the waiver will be subject to immediate eviction from the BIC.

### **10.3 Wristbands**

Wristbands are required for all drivers. Additionally, all crewmembers wishing to enter a restricted area or act as a co-driver (where allowed) must obtain a wristband. No child under the age of 16 years will be allowed to wear a wristband.

### **10.4 Wristband Swapping**

Swapping wristbands is considered illegal and punishable as an offense. BDRC has adopted a Zero Tolerance policy for this act. Anyone caught swapping wristbands (this includes, but is not limited to wearing a wristband not issued to them, cutting and taping a wristband) shall be immediately removed from the premises, and is prohibited from participating at any BDRC event for a period of one year.

### **10.5 Crew members**

Drivers are responsible for the conduct and actions of all crewmembers and may be subject to any penalties in conjunction with the specific violation. No one is allowed beyond the top of staging without a wristband. Crewmembers are required to wear a shirt and closed toe shoes. Open toe shoes or sandals are not allowed. Any vehicle that is touched by a crewmember beyond the double yellow line will be disqualified.

### **10.6 Drug and Alcohol Policy**

Illegal drugs are not allowed on BIC property at any time. Alcoholic beverages are not allowed inside the facility. Any racer, crewmember or spectator found to be under the influence of drugs or alcohol will be evicted, lose all points accumulated up to and including the day of the infraction, prohibited from BDRC Championship for one year and subject to prosecution.

## **11 Administration Procedures**

### **11.1 Authority for Conduct of Racing**

The development of the BDRC rules is based upon many considerations. These include the safety of the participants and spectators who attend the various events, as well as the development of the greatest opportunity for even competition. The principle source of authority for the conduct of events is the BDRC Rule book. The Rulebook shall govern all decisions at BDRC drag racing events. The Rulebook may be amended from time to time through amendments, which appear in the BDRC newsletter and/or website. Such amendments are not effective as authority unless and until they are published and are labeled specifically as amendments or revisions to the Rulebook. The rules of BDRC may also be expressed in formal official opinions, rulings and interpretations. Such opinions shall not be effective and binding unless they are in writing. Any person requesting an opinion must submit a written request to BDRC as is provided for in this section. This is the procedure for obtaining approval of specific types of equipment or body designs. Whenever BDRC issues a written opinion in response to a written request, the opinion or notice of the opinion will be made public through publication in the BDRC newsletter and/or website and will constitute official opinions concerning the issues they address. Opinions which are not written are advisory only and shall have no binding effect on BDRC. Any participant may request that BDRC issue a ruling, render interpretations or adopt proposed changes concerning provisions in the Rulebook or various BDRC procedures. The request should be sent to the BDRC Technical Department, which will consider each such request and will determine, in its sole and absolute judgment, whether such request should be formally considered. If the Technical Department decides to consider such an issue, a panel will be appointed to consider the issue as soon as is reasonably practicable. The panel will consider the issue and make a recommendation to the Technical Department as to how the issue should be addressed. The Technical Department will then decide whether to take action on the issue and if so, what action to take. Inasmuch as the BDRC Rulebook and the ruling of BDRC are intended to preserve competition and promote safety, BDRC reserves the right to amend the rules at any time on its own initiative to prevent or allow the use of specific types of equipment or practices. The effect of such amendments may well be to attempt to contain costs being experienced by competitors to insure continued competition or to regulate the performance

of racing vehicles to deal with safety considerations. For purposes of this rulebook, the term “participant” shall include officials, any person possessing or who has been issued a credential and any person directly or indirectly associated with any vehicle that has been permitted to enter an event site for the purpose of competition, including, but not limited to owners, riders, and crew persons.

### **11.2 Conduct of Participants/Crewmembers**

It is the responsibility of each participant and their crewmembers to conduct themselves in professional and non-disruptive manner throughout the course of the event. Any participant who, in sole and absolute judgment of the BDRC, 1) verbally or physically threatens another participant or other person 2) uses vulgar or derogatory language, 3) engages in unsportsmanlike conduct or conduct detrimental to the sport of racing, 4) otherwise creates a condition or circumstance that is unsafe, unfair, or out of order shall violated the rules & regulations of the BDRC. The BDRC reserves the final judgment as to what type of behavior, conduct or language shall be deemed hostile, unfair, unsafe, or with issues of un-sportsmanlike conduct and what constitutes threats or abuse. Any inappropriate conduct directed towards fellow participants, spectators, or event officials deemed unsportsmanlike by the BDRC officials is grounds for removal from the event or any other disciplinary action as prescribed by the BDRC. Any participant or crewmember that makes inappropriate physical contact with a BDRC Official is subject to forfeiture of event points, ejection from that event and any or all-appropriate criminal charges that may be filed.

### **11.3 Compliance with BDRC Regulation**

In order to insure compliance with the rules and regulations of BDRC, BDRC reserves the right to take action against any participant for failure to comply with any decision, rule or regulation of BDRC. The action taken by BDRC may range from permanent suspension from BDRC events to admonishment intended to inform participants of the offender’s failure to comply. The intermediate actions can range from temporary

suspension to fines. BDRC has developed and published the Rulebook for the purpose of providing guidance in the conduct of BDRC events. BDRC does not intend to imply by the publication of the Rulebook, by the conduct of various racing events, by the licensing of riders or by the acceptance of event entries that any person has the privilege of participating in BDRC events. BDRC reserves the right to preclude the participation of any person in any BDRC event where BDRC determines in its sole and absolute discretion that such action is warranted.

### **11.4 Compliance of Rules**

Each participant expressly agrees that by entering an event conducted by BDRC, the participant agrees to be bound by all of the decisions, rules and regulations of BDRC, including all procedures provided for in this Rulebook, and by decisions, rules and regulations, which are applicable to a particular event. The participant agrees to be bound by and abide by the decisions of the Event Director, her designee and other BDRC officials at all BDRC events. The participant by entering an event conducted by BDRC agrees that all decisions made during or incident to an event are final and may not be appealed or made the basis of litigation and agrees to release and waive from liability and agrees not to bring any action against the Event Director, his designees, BDRC, the race track operator, event sponsors and all other event officials for any loss, damage or injury caused by decisions, erroneous or otherwise, or decisions based on malfunctioning electronic or mechanical equipment, whether due to negligence or otherwise. The participant further agrees that any disputes concerning any event, the rules and regulations of BDRC or any decisions of BDRC or BDRC officials whether or not incident to an event, shall be resolved pursuant to the procedures provided for in this Rule book. The participant agrees to indemnify and to hold BDRC harmless for any costs incurred by BDRC as a result of the failure of the participant to comply with the procedures and proscriptions provided for herein.

### **11.5 BMF License**

The license issued by BMF is to be used only by the driver to whom it is assigned and it is restricted to the categories listed on the license. The license is valid for event competition until its expiration date or until

revoked by BDRC. The license is intended only to signify that the driver has demonstrated basic qualifications for drag racing classes up to and including the one in which the driver has qualified. The license does convey a privilege to engage in racing events.

### **11.6 Assumption of Risk**

The participant agrees that by entering an event, the participant acknowledges that the event site is safe and suitable for racing and participant acknowledges that by participating in the event the participant may suffer bodily injury or death or loss or damage to property. The participant further acknowledges that the participant has voluntarily assumed the risk of such losses and waives any claims for such losses against BDRC, the BDRC event officials, the event sponsors, the race track operators and other participants, discharges such persons from responsibility for such losses and covenants not to sue such persons for such losses. All participants shall be required as a condition of participation to sign all required entry forms, including such releases as shall be required by BDRC insurance policies, consisting of the following or similar wording:

### **11.7 Release and Waiver**

In consideration of being allowed to compete, officiate, observe, work for, or participate in any way in the EVENT(s) or being permitted to enter for any purpose any RESTRICTED AREA (defined as the advance staging area, burnout area, competition area, shutdown area, staging lanes, return road area, and any other area within the barriers, fences and/or structures separating the general public from the racing activities), EACH OF THE UNDERSIGNED, for himself/herself, his/her personal representatives, heirs, and next of kin:

1. Acknowledges, agrees, and represents that he/she has or will immediately upon entering any of such RESTRICTED AREAS, and will continuously thereafter, inspect the RESTRICTED AREAS, which he/she enters and he/she further agrees and warrants that, if at any time, he/she is in or about RESTRICTED AREAS and he/she feels anything to be unsafe, he/she will immediately advise the officials of such and will leave the RESTRICTED AREA and/or refuse to participate further in the EVENT(S).

2. HEREBY RELEASES, WAIVES, DISCHARGES AND COVENANTS NOT TO SUE the promoters, participants, racing associations, sanctioning organizations or any subdivision thereof, track operators, track owners, officials, car owners, drivers, pit crews, rescue personnel, and persons in any RESTRICTED AREA, promoters, sponsors, advertisers, owners and lessees of premises used to conduct the EVENT(S), premises and event inspectors, surveyors, underwriters, consultants and others who give recommendations, directions, or instructions or engage in risk evaluation or loss control activities regarding the premises or EVENT(S) and each of them, their directors, officers, agents and employees, all for the purposes here referred to as "Releases," FROM ALL LIABILITY TO THE UNDERSIGNED, his/her personal representatives, assigns, heirs and next of kin FOR ANY AND ALL LOSS OR DAMAGE, AND ANY CLAIM OR DEMANDS THEREFORE, ON ACCOUNT OF INJURY TO THE PERSON OR PROPERTY OR RESULTING IN DEATH OF THE UNDERSIGNED ARISING OUT OF OR RELATED TO THE EVENT(S), WHETHER CAUSED BY THE NEGLIGENCE OF THE RELEASEES OR OTHERWISE.

3. HEREBY AGREES TO INDEMNIFY AND SAVE AND HOLD HARMLESS the Releases and each of them FROM ANY LOSS, LIABILITY, DAMAGE, OR COST they may incur arising out of or related to the EVENT(S) WHETHER CAUSED BY THE NEGLIGENCE OF THE RELEASEES OR OTHERWISE.

4. HEREBY ASSUMES FULL RESPONSIBILITY FOR ANY RISK OF BODILY INJURY, DEATH OR PROPERTY DAMAGE arising out of or related to the EVENT(S) whether caused by the NEGLIGENCE OF RELEASEES or otherwise.

5. HEREBY acknowledges that THE ACTIVITIES OF THE EVENT(S) ARE VERY DANGEROUS and involve the risk of serious injury and/or death and/or property damage. Each of THE UNDERSIGNED also expressly acknowledges that INJURIES RECEIVED MAY BE COMPOUNDED OR INCREASED BY NEGLIGENT RESCUE OPERATIONS OR PROCEDURES OF THE RELEASEES.

6. HEREBY agrees that this Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement extends to all acts of negligence by the Releases, INCLUDING NEGLIGENT RESCUE OPERATIONS and is intended to be as broad and inclusive as is permitted by the laws of the Province or State in which the Event(s) is/are conducted and that if any portion thereof is held invalid, it is agreed that the balance shall, notwithstanding, continue in full legal force and effect.

### **11.8 Scrutineering**

Any car taking part in the event must be presented by the driver or his official representative to scrutineering, which will be held at *(place)* on *(date: from ..... to ..... - in accordance with the given timetable)*. Any car arriving after the closure of scrutineering may be refused permission to start. The organizer may provide a special period for scrutineering for competitors who arrive after the closure of scrutineering and may apply financial penalties which must be specified. Additional scrutineering may be carried out at any time during the event.

### **11.9 Appeal**

Any driver may appeal to the Court of Appeal of the BDRC against any sanction imposed in application of these regulations during an event included on the calendar of the BDRC. BDRC may not refuse its aid or

its agreement to any appeal. BDRC will take every appeal to the committee board members or to the people affiliated with this task. Therefore, all appeal will be studied and analyzed. Thereafter, a final decision will be said.

## **12 CLASSES**

### **12.1 Pro STREET - Rear Wheel Drive, 8+ Cylinders (N/A)**

1/4 mile heads up with Stock chassis, bolt-on, engine internal modification, suspension mods, no power

adders, 8 cylinders or more, single 4 barrel carb, single throttle body, no tunnel ram or sheet metal intake.

### **STREET CLASS RULES SUMMERY**

1. Must be stock chassis with Minor alterations.
2. Strengthening the chassis is allowed (Sub-frame connector, torque arm etc.).
3. All windows maybe replaced with High Quality plastic or Lexan glass, must be in very good condition with no cracks.
4. All vehicles may run after-market blocks but must retain as factory production option. Dimensions of production block and heads must remain at factory specifications. Engine bore spacing must remain in stock location, which will be able to except a conventional style cylinder head or the opposite.
5. Only 4 crew is allowed to help the racer (Driver) in the paddock. Crew is allowed in the track preparation area, service car will be allowed under discretion of chief scrutineer.
6. Tire must not stick out of the front fenders and rear quarter panels.
7. Street tires are not allowed. Drag Radial tire and full slicks max 29.5x10.5 (W tire not allowed).
8. Vehicle must start by an ignition switch.
9. Trans-Break is allowed (the use of exotic transmissions not allowed) i.e. (Brono, Lenco ...etc).
10. All petroleum based race fuels are allowed. Methanol and Ethanol are allowed. Nitro-Methane is not allowed.
11. All vehicles are allowed run open headers.
12. Engine fire-wall cutting modification NOT allowed (Modification of fire wall is allowed for transmission & Header clearance ONLY).
13. Brake line lock allowed.
14. Full interior maybe removed.
15. Drivers must have full fire suit, including race gloves and race shoes. Suit must be FIA or SFI approved.
16. MUST have at least one functional tail light. (Light must be on during the run).
17. Maximum one burn-out is allowed.
18. After market front suspension components allowed, K-members and front clips must mount in original location and retain as factory option style.

## **12.2 Super street Outlaw – Rear (V8 +)**

1/8 mile heads up with Stock chassis, bolt-on, engine internal modification, suspension modification, maximum 1 power adder, V8 or bigger engines with

19. Stock rear frame rails required (notched frame OK) must be in Original location.
20. After market bolt on suspension allowed, Ladder bars are allowed & four link is not allowed if not factory equipped.
21. Fiberglass & Carbon Fiber panels are acceptable for use on all panels, except for rear quarter panels, roof and firewall. Rear quarter panels, roof and firewall must remain original, and in the factory location.
22. All cars must be scaled to comply with weight regulations as per engine size. Small block vehicles are limited to 2400 lbs. Big block vehicle are limited to 2650 lbs.
23. Lift-off front ends are allowed.
24. Original fuel tank or any aftermarket SFI approved Fuel Cell is allowed.
25. Sheet metal intake and tunnel ram not allowed. Intake should be cast aluminum with conventional style single carb or EFI throttle body.
26. Wheelbase from rear to front hub centerline must be original. Adjustment for caster is allowed (+/- 2inch). Top Mounting points of front suspension should remain in the factory location.
27. Drive Shaft loop is required.
28. Master Cutoff Switch must be located clearly in the back of the race car.
29. Mini Tub modification is allowed.
30. Lowers floor panel should be steel.
31. All cars must be equipped with race seat, Race harness, Safety net and parachute. All parts must be SFI approved.
32. All cars must run in time frame between 7.00 and 7.99 e.t to qualify, minimum cars to qualify are 4 cars to open this class.

**“Minimum Weight and specification subject to review at any time during the season to ensure fair competition”**

rear wheel drive tunnel ram or sheet metal allowed. Only 29.5x 10.5” off-road slick or radial tires allowed (W tire not allowed).

## **SUPER STREET OWTLAW CLASS RULES SUMMERY**

1. Must be stock chassis with minor alteration (Front rail up to centerline of the tower)
2. Strengthening the chassis is allowed (Sub-frame connector, torque arm etc.)
3. All windows maybe replaced with Lexan glass.
4. All vehicles are allowed to run after-market engines. (CN Block & Solid blocks allowed)
5. Only 6 crew is allowed to help the racer (Driver) in the paddock. Crew is allowed in the track preparation area; service car will be allowed under discretion of Chief-Scrutineer.
6. Tire must not be outside the quarter panels.
7. Street tires are not allowed. Drag Radial tire and full slicks max 29.5x10.5 (W tire not allowed)
8. Engine/electrical cutoff switch located out of the vehicle is mandatory. ON/OFF sign must be visible.
9. Nitrous system has to be firmly mounted and must be equipped with a relief valve and vented outside the driver's compartment if equipped with a heater pad.
10. Vehicle must start by an ignition switch
11. Trans-brake is allowed
12. Racing gasoline, methanol, gasohol and ethanol permitted. Nitro-methane prohibited even when mixed.
13. Open long tube headers are allowed.
14. Engine fire-wall cutting modification NOT allowed (Modification of firewall is allowed for transmission, Header clearance & turbo plumbing).
15. Brake line lock allowed
16. Driveshaft loop is mandatory.
17. Towing bracket in front of the car is mandatory.
18. Full interior maybe removed.
19. Racing suite is mandatory (minimum 5-layer suit).
20. MUST have at least one functional tail light (light must be on during the run).
21. Maximum one burn-out is allowed.
22. After market front suspension components allowed (must bolt-on and mount in stock mounting points)
23. Wheelie bars are not allowed.
24. Stock rear frame rails required in stock location (notched frame allowed)
25. Ladder bars & four link is allowed.
26. Back half not allowed.
27. Limited to ONE power adder in the V8 Class (however multiple stages of nitrous is allowed)
28. Fiberglass limited to hood, bumpers, fenders, back hatch & Doors. (One Piece front end allowed)
30. Sheet-Metal intake manifolds MUST be equipped with a burst panel when nitrous oxide is used. Manual or electronic injectors accepted. And any number of carburetors may be used.
31. Full tube chassis is strictly prohibited. Entries must retain front factory frame rails. Front frame rails & shock towers may be notched or modified for headers clearance, but must stay in stock location. Frame rails must extend to the center of the front spindle. + or - 2" allowed. After market bolt-on front end clip is allowed.
32. Replacing stock floors with .024" steel or .032" aluminum & carbon-fiber allowed.
33. Roll cage should meet SFI spec 25.2B / 25.3B if quicker than 4.49 sec.

| Engine Size | Power Adder         | Base Weight      |
|-------------|---------------------|------------------|
| Small Block | Naturally Aspirated | No Limit         |
| Small Block | Nitrous             | 2200lbs – 998kg  |
| Small Block | Supercharger        | 2500lbs – 1134kg |
| Small Block | Single Turbo        | 2500lbs – 1134kg |
| Small Block | Twin Turbo          | 2700lbs – 1225kg |

|           |                          |                  |
|-----------|--------------------------|------------------|
| Big Block | Naturally Aspirated      | 2100lbs – 952kg  |
| Big Block | Nitrous Conventional     | 2700lbs – 1225kg |
| Big Block | Nitrous Mountain         | 2800lbs – 1315kg |
| Big Block | Roots Supercharger       | 3000lbs – 1360kg |
| Big Block | Screw Supercharger       | 3100lbs – 1406kg |
| Big Block | Single Turbo up to 106mm | 3000lbs – 1360kg |
| Big Block | Twin Turbo Conventional  | 3100lbs – 1406kg |
| Big Block | Twin Turbo Mountain      | 3200lbs – 1450kg |

**TURBOCHARGER**

The maximum Size for any/or all entries using Big Block twin turbochargers is 98mm.

**LOCKUP TORQUE CONVERTER**

All entries add 50lb with lockup torque converter.

**FOUR LINK**

All entries add 50lb cars with four link.

**WEIGHT DEDUCTIONS:**

All entries using 88mm or smaller twin turbochargers may deduct 200lbs – 90kg from their original base weight.

**“Minimum Weight and Turbocharger & Supercharger specification subject to review at any time during the season to ensure fair competition”**

**12.3 OUTLAW – 4 Cylinders Front Wheel Drive, Rear wheel and AWD**

¼ mile heads up with Stock chassis, bolt-on, all out engine modification, suspension modification, power adders, Nitrous, turbo or supercharged 4-cylinder trans-brake allowed, sequential transmission allowed,

maximum weight reduction (back and passenger seat, dashboard, carpet, etc. can be removed)

**OUTLAW 4 cylinder RULES SUMMERY**

1. Strengthening the chassis is allowed (Sub-frame connector, torque arm etc.)



2. Back half chassis is allowed rear tires are allowed up to 10.5W.
3. Any type of transmission is allowed.
4. Minimum 12 point roll cage is mandatory for this class.
5. Minimum 4 point safety belt is mandatory.
6. Engine/electrical cutoff switch located out of the vehicle is mandatory. ON/OFF sign must be visible.
7. Driveshaft loop is mandatory.
8. Towing bracket in front of the car is mandatory.
9. Racing suite is mandatory (minimum d).
10. Only 4 crew is allowed to help the racer (driver) in the paddock and crew may enter the track preparation area.
11. Nitrous system has to be firmly mounted and must be equipped with a relief valve and vented outside of driver's compartment if equipped with bottle heater.
12. Safety bars has to be padded.
13. Any types of engines are allowed.
14. Window net required.
15. Tinted window NOT allowed.
16. Lexan allowed (windows do not have to function).
17. Vehicle must start by an ignition switch (push button, key, etc.) accessible to the driver.
18. The use of trans-brake in the burnout area is not allowed.

19. Burnout must be done by the driver and NO one else is allowed to hold the vehicle.
20. Brake line lock allowed.
21. Racing gasoline, methanol, gasohol and ethanol permitted. Nitro-methane prohibited even when mixed.
22. Fuel tank must be located within the boundaries of the vehicle.
23. Wheelie bars permitted (Wheels must not be metal).
24. Maximum one burn-out is allowed.
25. Flex plate, flywheel and driveshaft must be SFI approved.
26. After market axles and drive shaft required.
27. Transbrake allowed.
28. Engine fire-wall cutting modification NOT allowed (Modification of fire wall is allowed for transmission, Header clearance & turbo plumbing).

**“Minimum Weight and specification subject to review at any time during the season to ensure fair competition”**

#### **12.4 Outlaw 6 cylinder – Rear Wheel Drive (plus 6 cylinder AWD)**

1/8 mile heads up with Stock front chassis, bolt-on, engine internal modification, suspension modification, maximum 2 power adder, and RWD 6 cylinder or 2-

rotor minor modification to the firewall for turbo plumbing and transmission only under discretion of the scrutineers.

#### **CLASS RULES SUMMERY**

1. Must be stock front chassis with minor alteration (Front rail up to centerline of the tower)
2. Strengthening the chassis is allowed (back half, Sub-frame connector, torque arm etc.)
3. All windows maybe replaced with High Quality plastic or Lexan glass, must be in very good condition with no cracks.
4. All vehicle are allowed to run after-market engines.
5. Only 6 crew is allowed to help the racer (Driver) in the paddock.
6. Tire must not be outside the quarter panels.
7. Street tires are not allowed. Drag Radial tire and full slicks (max 10.5 W 31-inch height).
8. Engine/electrical cutoff switch located out of the vehicle is mandatory. ON/OFF sign must be visible.
9. Nitrous system has to be firmly mounted and must be equipped with a relief valve and vented outside the driver's compartment if equipped with a heater pad.
10. Vehicle must start by an ignition switch
11. Trans-brake is allowed
12. Racing gasoline, methanol, gasohol and ethanol permitted. Nitro-methane prohibited even when mixed.
13. Open headers long tube are allowed.
14. Engine fire-wall cutting modification NOT allowed (Modification of fire wall is allowed for transmission, Header clearance & turbo plumbing).
15. Brake line lock allowed
16. Driveshaft loop is mandatory.
17. Towing bracket in front of the car is mandatory
18. Full interior maybe removed
19. Racing suite is mandatory (minimum 5 layer suit).
20. MUST have at least one functional tail light (light must be on during the run).
21. After market front suspension components allowed (must bolt-on and mount in stock mounting points) otherwise should meet SFI spec 25.3 if quicker than 7.49 (4.49) sec.
22. Wheelie bars are not allowed.
23. Wheel base should be OEM allowable + 2 inches to extend maximum.
24. After market bolt on suspension, Ladder bars and four link are allowed.
25. Fiberglass limited to hood, bumpers, fenders, back hatch & Doors (One Piece front end is allowed).
26. Two power adder is allowed.
27. Drive shaft loop is mandatory.
28. Aftermarket Fuel Cell has to be SFI approved.
29. Full tube chassis is strictly prohibited. Entries must retain front factory frame rails. Front frame rails & shock towers may be notched or modified for headers clearance, but must be in stock location. Frame rails must extend to the center of the front spindle. + or - 2" allowed. After market bolt-on front clip and K-member is allowed.
30. Replacing stock floors with .024" steel or .032" aluminum & carbon-fiber allowed.

## 12.5 Index 10.50 Class & 9.00 Class

This class is designated for all types of cars and is restricted by a bracket rule. Any competing car must meet all safety requirements as written in the BDRC Rule Book safety, ET, and speed.

## CLASS SUMMARY

Pro-tree (.400) class for F/R/AWD 4/6/8 cylinder or rotary OEM frame Full tube vehicles. Slicks and open exhaust allowed.

## BODY

All type of bodies allowed. to replace OEM window glass with lexan for safety is allowed, the use of fiber glass is allowed on all body panels.

### **INTERIOR**

Doors must open and close from inside and outside the vehicle. No center drive configurations. Driver seat must be secure in factory location. No other interior restrictions. All cars are allowed to remove both passenger and rear seats.

### **CHASSIS AND SUSPENSION**

Stock Chassis & Back half / tubbed chassis allowed. Full tube chassis is not allowed and the uses of wheelie bars are not allowed.

### **DRIVETRAIN AND TRANSMISSION**

FWD, AWD, or RWD allowed. Stock driveline configuration must remain. Any type of transmission allowed. Drive shaft loop & Transmission SFI Shield required or ballistic blanket. The Use of Trans-brake is allowed.

### **EXHAUST**

Any type of exhaust system permitted.

### **FIREWALL**

Each car must be equipped with a factory firewall extending from side to side of the body. Notching and

pipng the Firewall is allowed but must be sealed with aluminum or steel.

### **TIRES**

Slicks / Semi Slicks or D.O.T. approved tires allowed. All cars in competition are limited strictly to a 29.5x10.5x15 tire. ( NO "W" TYPE TIRES ALLOWED ) High Performance tires are under the discretion of the Scrutineer.

### **ROLL BAR**

Roll bar is mandatory in all cars running 10.99 or quicker and in convertibles running 12.99 or quicker.

### **ROLL CAGE**

Roll Cage is Mandatory in all cars running 9.99 or quicker

### **ELECTRONICS**

Bracket Racing Aids: No throttle stops, delay boxes or other driver aided electronics. The application or use of any device, mechanical or electronic, that permit the driver to ascertain the position of their vehicle in relation to the starting line is prohibited.

## **12.6 Index 8.50**

This class is designated for all types of cars and is restricted by a 8.50 sec bracket rule. Any competing car must meet all safety requirements as written in the BDRC Rule Book (safety, ET and speed).

## **CLASS SUMMARY**

Pro-tree (.400) class for F/R/AWD 4/6/8 cylinder or rotary OEM frame Full tube vehicles. Slicks and open exhaust allowed.

## **BODY**

All type of bodies allowed. to replace OEM window glass with Lexan for safety is allowed, the use of fiber glass is allowed on all body panels.

### **INTERIOR**

Doors must open and close from inside and outside the vehicle. No center drive configurations

### **CHASSIS AND SUSPENSION**

Stock Chassis & Back half /Full tube chassis allowed and the uses of wheelie bars are allowed.

### **ENGINE**

All types of engines allowed. Outside manufacturer engine swaps allowed. Engine diaper or belly pan required.

### **FUEL**

Racing High Octane Fuel, Methanol allowed. Nitro Methane PROHIBITED EVEN WHEN MIXED.

### **POWER ADDERS**

Turbochargers, Superchargers and Nitrous Oxide Systems permitted in any combination.

### **TIRES**

All cars in competition are limited strictly to a 29.5x10.5 tire. ("W" TYPE TIRES ALLOWED) High Performance tires are under the discretion of the Scrutineer.

### **Roll cage**

Minimum 14 points roll cage.

### **DRIVETRAIN AND TRANSMISSION**

FWD, AWD, or RWD allowed. Stock driveline configuration must remain. Any type of transmission allowed. Drive shaft loop & Transmission SFI Shield required or ballistic blanket.

### **EXHAUST**

Any type of exhaust system permitted.

### **FIREWALL**

Each car in competition must be equipped with a minimum .032-inch aluminum or .024-inch steel firewall, extending from side to side of the body and from the top of the engine compartment's upper seal (hood, cowl, or deck) to the bottom of the floor

### **ELECTRONICS**

Bracket Racing Aids: No throttle stops, delay boxes or other driver aided electronics. The application or use of any device, mechanical or electronic, that permit the driver to ascertain the position of their vehicle in relation to the starting line is prohibited.

## **12.7 COMPETITION (RWD, FWD, and AWD) ET 4.5 sec limit.**

This class is 1/8 mile have a minimum 32 tire height. Any body, Full tube chassis and dragster maximum weight reduction. All out engine modification any 4,5,6

and V8-cylinder production , maximum 2 power adders. Any type of engine and transmission is allowed.

This class is designated for all types of cars and is restricted by a 4.50 sec bracket rule. Any competing car must meet all safety requirements as written in the BDRC Rule Book (safety, ET and speed).

## CLASS SUMMARY

Pro-tree (.400) class for F/R/AWD 4/6/8 cylinder or rotary OEM frame Full tube vehicles. Slicks and open exhaust allowed.

## BODY

All type of bodies allowed. NO OEM window glass allowed Lexan or high Quality for safety, the use of fiber glass is allowed on all body panels.

## INTERIOR

Doors must open and close from inside and outside the vehicle (doorslamer).

## CHASSIS AND SUSPENSION

Stock Chassis & Back half /Full tube chassis allowed and the uses of wheelie bars are allowed.

## ENGINE

All types of engines allowed. Outside manufacturer engine swaps allowed. Engine diaper or belly pan required.

## FUEL

Racing Fuel, ethanol and Methanol allowed. Nitro Methane PROHIBITED EVEN WHEN MIXED.

## POWER ADDERS

Turbochargers, Superchargers and Nitrous Oxide Systems permitted in any combination.

## TIRES

All cars in competition are limited strictly minimum 32 inch tire. ("W" TYPE TIRES ALLOWED).

## Roll cage

Minimum 25.3 roll cage.

## DRIVETRAIN AND TRANSMISSION

FWD, AWD, or RWD allowed. Any type of transmission allowed. Drive shaft loop & Transmission SFI Shield required or ballistic blanket.

## FIREWALL

Each car in competition must be equipped with a minimum .032-inch aluminum or .024-inch titanium or steel firewall, extending from side to side of the body and from the top of the engine compartment's upper seal (hood, cowl, or deck) to the bottom of the floor

## ELECTRONICS

Bracket Racing Aids: No throttle stops, delay boxes or other driver aided electronics. The application or use of any device, mechanical or electronic, that permit the driver to ascertain the position of their vehicle in relation to the starting line is prohibited.

## 12.8 Pro Competition 4.0 Index

**These class is 1/8 mile have a minimum 33" tire height. Full tube chassis maximum weight reduction. all out engine modification any 4,5,6, V 8-cylinder production. Any type of engine and transmission is allowed.**

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**CLASS DESCRIPTION:** This class runs on a 4.0 index.

**FORMAT:** This is a 1/8 mile index race that runs on a .400 pro tree. Open rules regarding engine, tire size and transmission. This class is for Door cars only and dragsters are NOT-permitted.

**ENGINE:** No restrictions on engine modification but must be automotive type. This class permits 4-6-8 cylinder engines with any type induction. Mechanical or electronic throttle stop not permitted.

**OIL RETENTION:** All cars in this class will be required to have an engine diaper or belly pan to capture oil and or debris in the event of an engine or transmission failure. Where the header passes directly under the pan, a two piece diaper may be utilized. If a racer decides to use an oil pan, the oil pan must meet a 2inch minimum on all sides.

**EXHAUST:** Competition exhaust systems permitted. Exhaust gases must be directed out of the car body, rearward, away from driver and fuel tank. If "zoomies" are utilized must be turned upward minimum 3 degrees.

**FUEL:** Racing gasoline, gasoline, alcohol, gasohol, and ethanol permitted. Nitro methane and propylene oxide prohibited. Fuel cell meeting SFI Spec 28.1 mounted in front of radiator must be mounted between frame rails and enclosed in a round tube frame, minimum 1 1/4-inch O.D. x .065-inch chromoly tubing. Extra tank(s) prohibited. Artificial cooling or heating systems (i.e., cool cans, ice, Freon, etc.) prohibited. Circulating systems, not part of normal fuel pump system, prohibited

**DRIVE TRAIN:** Drive shaft meeting SFI Spec 43.1 mandatory. Each end of drive shaft must have round 360-degree drive shaft loops within 6 inches of U-joints. Full 360-degree drive shaft tube mandatory over yoke, extending from transmission tail shaft a minimum length of 12 inches. Minimum thickness of tube housing is .050-inch chrome molly or titanium. Two-piece accepted with minimum 6 3/8-inch Grade 8 bolts. All rear ends must be NHRA-accepted. A current list of NHRA accepted rear ends is available on NHRARacer.com. Aftermarket axles with minimum 5/8-inch-diameter studs and axle-retention device mandatory. Periodic Magnaflux check of axles recommended. Full-floating or live axle unit's mandatory on supercharged and turbocharged entries.

**POWER ADDITIVES:** Supercharged, methanol-burning, turbocharged methanol or gasoline burning, or nitrous assisted, gasoline burning full-bodied cars. NITROUS OXIDE: Prohibited on supercharged and turbocharged entries. No bottle may be turned on until after burnout is completed. No inline valves accepted as bottle shutoff in staging lanes. Push systems accepted. HOBBS switch mandatory. Nitrous system must be activated by a wide-open throttle switch. All nitrous bottles must be stamped as meeting minimum DOT-1800 pound rating. Maximum of two bottles, fifteen pounds per bottle. Commercially available, thermostatically controlled, blanket-type warmer accepted. Any other external heating of bottle(s) prohibited

**FRAME/CHASSIS:** All chassis must meet NHRA standards.

**SUSPENSION:** Full automotive type suspension required.

**GROUND CLEARANCE:** Minimum 3" ground clearance required from leading front of car to 12" behind centerline of the front axle. 2" must be maintained from this point rearward with the exception of oil pan and exhaust headers.

**ROLL-CAGE PADDING:** Roll-cage padding meeting SFI Spec 45.1 mandatory anywhere driver's helmet may come in contact with roll-cage components. Additional padding mounted on flat stock and fastened to the roll cage on both sides of the driver's helmet, mandatory. Additional padding must be NHRA-accepted, securely mounted using bolts or locking fasteners, and must include a flame-retardant covering.

**WEIGHT:** No minimum weight restrictions.

**WHEELIE BARS:** The use of wheelie bars is permitted.

**TIRES:** Full drag slick min 33 inch height. All tires must be in good condition. No dried or cracked tire permitted.

**BODY:** Doorslamer cars, dragster or altered cars are NOT-permitted.

## 12.9 PROMOD

### DESIGNATION

#### 1/8 mile heads up

PM, preceded by car number. Classes of competition within Pro Modified are for supercharged, methanol-burning, turbocharged methanol or gasoline-burning,

or nitrous-assisted, gasoline burning full-bodied cars. Minimum weight at the conclusion of run, including driver:

Nitrous-assisted entries (up to 910 cid) 2,515 pounds  
(911cid up to 960) 2,565 pounds

Roots Supercharged entries (526 cid) - 2,615 pounds

Centrifugal Supercharged entries (526 cid) - 2,615 pounds

Turbocharged entries (526 cid) - 2,665 pounds

## **FUEL**

Hemi, canted-valve, or wedge heads permitted. Billet heads permitted. Maximum one spark plug per cylinder. Maximum two valves per cylinder. Maximum supercharged valve sizes: intake 2.400

## **ENGINE**

Internal-combustion, reciprocating, single-camshaft, 90-degree V-8 automotive-type engine mandatory. Crankshaft centerline must intersect cylinder bore centerlines and be symmetrical. Nitrous-assisted entries are limited to a maximum bore center of 5.300. Maximum bore center on turbocharged billet hemi cylinder-head entries is 4.840 inches, 5.000 inches on all other turbocharged entries. Maximum bore center on supercharged billet hemi cylinder-head entries is 4.900 inches, 5.000 inches on all other supercharged entries. For supercharged entries, a positive method (flange, lip, etc.) must be attached to the

intake manifold or engine block to retain both the front and rear manifold to block gaskets in the event the engine crankcase/ lifter valley becomes over-pressurized. The flange/lip must extend past the surface of the gasket and be contoured to closely fit the block and manifold surfaces to prevent the gasket(s) from extruding.

## **ENGINE SETBACK**

Maximum engine setback limited to 10 percent of wheelbase as measured from centerline of front spindle to center of front spark plug hole.

## **NITROUS OXIDE**

Prohibited on supercharged and turbocharged entries. No bottle may be turned on until after burnout is completed. No inline valves accepted as bottle shutoff in staging lanes. Push systems accepted. A Hobbs switch is mandatory and must be installed so that the nitrous system may only be activated when there is sufficient fuel pressure. Nitrous system must be activated by a wide-open throttle switch. All nitrous bottles must be stamped as meeting minimum DOT-1800 pound rating. Maximum of two bottles, fifteen pounds per bottle. Commercially available, thermostatically controlled, blanket-type warmer

Racing gasoline or methanol permitted. The use of propylene oxide is prohibited.

## **CYLINDER HEADS**

intakes; exhaust 1.900 inches. Maximum turbocharged valve sizes: intake 2.450 inches; exhaust 1.900 inches.

accepted. The use of a torch or any other external heating of bottle(s) prohibited.

## **SUPERCHARGER**

Screw-type and centrifugal-type superchargers prohibited. Hi-helix or standard helix Roots-type supercharger only. Supercharger restraint system meeting SFI Spec 14.2, including injector restraint straps mandatory. Cast or billet cases permitted. Maximum supercharger overdrive limit is 14.55 percent on all combinations. Intercoolers, variable multispeed supercharger devices prohibited. The top opening of the supercharger may not exceed 12 inches in length or 5 inches in width. The entire inlet opening must be on/in the upper surface only. The maximum length from the front of the supercharger drive pulley to the leading edge of the rotor is 15 inches. Offset drive pulleys, spacers, modified cases, or attaching methods may not be used to add to the 15-inch maximum. All manifold configurations, supercharger modifications and locations must be accepted prior to competition. The rotors must be driven from the front (both the external drive and the internal gearing. Any inlet/outlet cavity in front of the rotors is restricted to a maximum of 3.000 inches measuring from the face of the bearing plate to the front of the cavity. Supercharger openings must be fixed from the water box until the conclusion of the run.

## **Centrifugal supercharger**

For Centrifugal Supercharger: Procharger F3R/X-140 head unit (PC314A140/PC316A-140), 4CD-BAE-3-1.40,4CD-TFX-3-1.40,4CD-NON-3-1.40,4CDBBC-3-1.40 gear drive units, and AF006A-027 inlet bell mouth only. Must be unmodified and factory sealed. Intercoolers prohibited.

## **TURBOCHARGER**

Twin turbochargers limited to 88mm each. Turbocharger size will be verified by measuring the housing bore at the leading edge of the impeller wheel. The maximum diameter of the housing bore at the

leading edge of the wheel may not exceed 2mm more than the maximum allowable turbocharger size permitted. All turbochargers must meet SFI Spec 61.1. Air-to-air or water-to-air intercoolers prohibited. Boost controller manufactured by Hyperaktive Performance Solutions, part No. PMBL mandatory. No other boost controller or form of boost control permitted. Must be installed per manufacturer's instructions as documented on NHRARacer.com: NHRA Accepted Products, NHRA Accepted Product Specifications, Pro Mod, Hyperkontrol Boost System Installation and Operation Manual. Any modification to or any attempt to disable or defeat the boost controller is prohibited. Any attempt to corrupt or delete data associated with the boost controller is prohibited. Boost Pressure Limit: 32 psi Maximum boost may subject for change by NHRA were any applicable amendment is raised and enforced.

converters must be through bolt design using a minimum Grade 8 bolt with locking nut. Transmission brake permitted on all converter-equipped entries, electric transbrake release system only. All entries using a torque converter must utilize a belly pan. Lockup converters are prohibited on supercharged and turbocharged combinations. Lockup converters are permitted on nitrous-assisted combinations. Overdrive units are prohibited on all combinations. A 1-to-1 relationship is mandatory in high gear for all transmission types. Automated, electric, or pneumatic shifting devices permitted on all transmission types; must be controlled by preset engine rpm and/or time functions only. Iterative transmission staging device permitted on converter cars. Manipulation of transmission or converter pressure or volume other than at the starting line is prohibited. Pressure manipulation control must be disarmed upon the release of the transbrake or any other device used when launching the vehicle.

## **TRANSMISSION**

Aftermarket planetary, clutch less, or automatic transmission permitted. All transmissions must be equipped with an SFI Spec 4.1 transmission shield. Supercharged and turbocharged entries limited to maximum of three forward speeds and reverse; nitrous-assisted entries limited to maximum of five forward speeds and reverse. Aftermarket converter drive units permitted. When an automatic transmission or converter drive is utilized, an SFI Spec 6.1 or 6.3 flywheel shield and an SFI Spec 29.1 or 29.2 flexplate are mandatory. All entries utilizing a converter must be equipped with a neutral safety switch and a reverse lockout. Bolt together torque

## **PROMOD CARS RULES SUMMERY**

1. SFI Spec 25.1 role-cage is mandatory
2. Aftermarket full-floating axle assembly mandatory.
3. SFI approved Driving suit (gloves, face mask, shoes, etc.) is mandatory
4. Minimum 3 inches of ground clearance is mandatory from the front of the vehicle to 12 inches behind the centerline of the front axle. A minimum of 2 inches of ground clearance is mandatory for remainder of vehicle except oil pan and exhaust headers.
5. Towing bracket in front of the car is mandatory
6. Minimum tire height is 34 inches

7. SFI Spec 15.3 rear wheels measuring 16x16 inches with double bead locks or liners mandatory.
8. Wheelie bars permitted (Wheels must not be metal) Maximum 104 inches as measured from centerline of rear-end housing to center of wheelie-bar wheel.
9. Floor is mandatory from steel 0.024, aluminum 0.032 or carbon fiber
10. Safety bars have to be padded
11. Driver compartment should be isolated form engine compartment steel or titanium (Firewall mandatory)
12. Cutoff switch should be close to the driver
13. Window net meeting SFI Spec 27.1 mandatory.
14. Break line lock allowed
15. Only racing gasoline and pure methanol permitted.
16. The use of Nitromethane or mixing it prohibit.
17. Vented fuel caps are not allowed
18. Transmission with lockup torque converter for nitrous cars only.
19. Supercharged and turbocharged entries limited to maximum of three forward speeds and reverse; nitrous-assisted entries limited to maximum of five forward speeds and reverse.
20. No overdrive is allowed in any transmission style max is 1:1
21. Transmission case and lines must be fully enclosed in a tunnel constructed of aluminum, steel, or carbon fiber.
22. Nitrous system have to be firmly mounted and must be equipped with a relief valve and vented outside of driver's compartment if equipped with bottle heater
23. Turbo Size: 120mm Single Turbo or 88mm Max Twin Turbo.
24. Screw-type supercharger prohibited. Hi-helix or standard helix Roots type supercharger only. Maximum roots style supercharger overdrive limit is 14.55 percent. Roots Type: Maximum size: 14-71. Rotor helix angle may not exceed 6.5 degrees per inch (123.5 degrees total over 19" maximum rotor length). Maximum of one 140 mm opening for Centrifugal superchargers.
25. Minimum 100 inch and max is 115 inch wheel base
26. Only 8 crew is allowed to help the racer (driver) in the paddock and crew may enter the track preparation area
27. Burnout must be done by the driver and NO one else is allowed to hold the vehicle
28. 6 Cylinder – 2100 Pounds
29. 4 Cylinder – 1800 Pounds
30. Weights, engine mods and all-power adders updated as NHRA specs

**NOTE: Any items / changes / modification which are not referenced / listed within these regulation should be considered as inadmissible. These rules where compiled by the Bahrain Drag Racing Club for the use of Drag Racing with the BMC. Any question or issues related to these rules should be presented to the appropriate advisors at the BDRC or BMC**

### ABRIVIATIONS

|             |                                      |
|-------------|--------------------------------------|
| <b>AW</b>   | <b>Aft Wheel</b>                     |
| <b>AWD</b>  | <b>Aft Wheel Drive</b>               |
| <b>BDRC</b> | <b>Bahrain Drag Racing Club</b>      |
| <b>BIC</b>  | <b>Bahrain International Circuit</b> |
| <b>BMF</b>  | <b>Bahrain Motor Federation</b>      |
| <b>Carb</b> | <b>Carburator</b>                    |

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