



Promoters' 1/8th Mile Drag Racing Handbook

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Contents

Article I.	Closed Road Specifications	1
Article II.	Duties of Host Club(s).....	2
Article III.	Driver Requirements	5
Article IV.	Passenger Requirements	6
Article V.	Vehicle Requirements.....	6
Article VI.	Seat Belts	17
Article VII.	Disqualification in Drag Racing	17
Article VIII.	Protest/Appeals Procedure	19
Article IX.	Penalties	20
Article X.	Drag Racing Tribunal.....	22

Article I. Closed Road Specifications

- 1 The surface must be sealed and in good condition with minimal camber, this is to be checked by the Area Steward on the day. A minimum lane width per car shall be 4.5 metres.
- 2 Loose chip, stones and rubbish must be cleared from the track surface prior to any competition.
- 3 The absolute minimum, straight, shut-down length required beyond the 1/8th mile is 660 feet or 190 metres. Additional distance is recommended and no vehicles are to be parked in the shut-down area.
- 4 The Area Steward has the right to stop the meeting if he feels the surface is deteriorating to a point that could become dangerous or unacceptable damage caused to the road surface.
- 5 The track must be dry at all times including the start line. All water burn-outs must be done behind the start line in the staging area.
- 6 There will be no racing in the rain. It will be the decision of the Area Steward when the meeting is stopped and restarted again due to rain.
- 7 Safety barriers for spectator protection are vital and their design and layout dependent on the proximity of spectators to the race course. The Area Stewards prior inspection of the proposed road is therefore vital so he can advise the promoting Club of what is required in each individual case.
- 8 The recommended layout is:
 - a) A row of water filled interconnected plastic barriers the likes of which are available through most heavy equipment hire firms such as Ready Hire or Projex etc. Alternately concrete barriers or structures of similar strength, positioned 10 metres behind the actual start line and parallel to the track centreline and extend to at least half track or where the

spectator area ends. These barriers should have a minimum height of 1 metre, and a minimum base width of 450mm. Spectators to be retained within a roped area a further 3 metres back from the safety barriers at the start line and angling outwards at no less than 15 degrees from that point, where possible.

- b) Barriers around dangerous objects close to and lining the track to be constructed of tyre stacks interlocked by rope or direct bolting, similar to those used on the outside of corners on permanent motor racing circuits.

Note: All spectators and non officials to be kept off the staging lane area of road directly behind the start line.

Note: As 1/8th mile is not a very long distance, it is highly recommended that Clubs considering staging such events should give thought to sighting the event in a position that has a large open area around the staging lanes, start line area. Temporary stands are easily erected in this area allowing full view of the course from this behind start line area. This virtually eliminates the major task of erecting and then disassembling substantial protective barriers as required when spectators are allowed to line the course.

Additional specifications for other alternative track-side protective barriers are available upon request from either your Zone Director or the NZHRA Head Office direct.

Article II. Duties of Host Club(s)

- 1 To obtain permission from the correct local authorities relating to criteria within the running of the event and to forward proof of permission from those authorities to the NZHRA at the time sanctioning is applied for. This is a further requirement toward sanctioning being granted.
- 2 Provide a venue that meets all the requirements and specifications as outlined in these relevant sections.

- 3 To obtain sanctioning from the New Zealand Hot Rod Association.
- 4 To provide adequate crowd protection to ensure there is the least possibility of injury to any spectators in case of an accident by a competing car.
- 5 To provide crowd control and keep them out of prohibited areas especially the area around the start line.
- 6 Provide notification upon entry to event advising that “Drag Racing Is Dangerous. Enter at your own risk”. No dogs are to be allowed within the boundaries of the event. No alcohol allowed in the Pits.
- 7 To advise local support services such as Police and Fire Departments and notify of timing of event and expected numbers of entrants and spectators.
- 8 To appoint the following Officials and ensure they understand their position and what is required of them during the event.
 - a) Clerk of the Course
Is the person in charge of running the event on the day.
 - b) Safety Officer
Ensures that spectator and competitor safety is not comprised on the day and ensures that the necessary safety measures have been put in place.
 - c) Head Scrutineer
He ensures that the cars are properly checked and meet the NZHRA requirements.
He must have a copy of both the current NZHRA drag racing booklet and the NZDRA current rule book
 - d) Security Officer
Ensures that the crowd and their property as well as the venue is kept secure and under control.
- 9 Ensure all necessary forms are available as required on the day. These can be obtained from the NZHRA Head Office, and are available upon request.

- a) Entry Forms
 - b) NZHRA Day Affiliations
 - c) NZHRA Scrutineering Forms and list of Vehicle Requirements
 - d) NZHRA Indemnity Forms (including passengers)
 - e) NZHRA Drivers Briefing Instruction Sheet.
 - f) Copies of this 1/8th Mile Drag Racing Handbook
- 10 To provide whatever support the Area Steward requires in applying any Rules & Regulations on the day.
 - 11 To ensure all correct fees and levies are collected and forwarded to the New Zealand Hot Rod Association with supporting paperwork. If Day Affiliations remain unpaid for more than 30 days after the event, further sanctioning may be withheld.
 - 12 Communication between all areas of the venue must be provided to ensure both safety and smooth running of the event.
 - 13 All competing cars should be clearly marked once passed as "OK" through scrutineering and additionally both drivers and passengers, once having signed their indemnity forms should also be issued with identification.
- Note: Cars may not be altered in any way having passed as "OK" through scrutineering unless they are re-scrutineered including wheels and tyres.*
- 14 A host Club Official must at staging, prior to approaching the start line, check both car and driver/passenger "ID" as well as seat belts and helmets done up correctly.
 - 15 To provide adequate fire fighting equipment for all fire types and ensures qualified people are on hand to operate them.
 - 16 Only the emergency crew and the start line crew should be on the track at any time during competition. When running competition class cars the vehicle push car must be there to follow the car down the track because in the case of an accident

or fire they will know how to shut the car down and secure fuel and electrical systems. However the crew are not equipped to combat fires and this will left to the fire crew. In the case of an engine explosion it should be noted that inexperienced or ill informed track clean up teams are susceptible to burns from hot liquids and objects and these should be handled with gloves.

- 17 Post Meeting in line with the "Privacy Act" all entrant details and documentation must be disposed of unless part of an Official Report.

Article III. Driver Requirements

- 1 All Drivers must pay the relevant fees as required by the NZHRA and host Club.
- 2 All entrants must sign a NZHRA Declaration of Indemnity form prior to racing.
- 3 A current Full, New Zealand Drivers License to suit the vehicle competing must be held by the driver. Entrants with restricted licenses to run two by runs observed by the area steward before racing. No one may compete with a "Learner License".
- 4 The competing vehicle must be presented at scrutineering in the exact form that it will enter competition as. As outlined on Page 4 Number 11.
- 5 NZHRA and NZDRA members must present current membership cards.
- 6 All drivers must be suitably dressed in tidy one piece overalls and wear full lace-up shoes or boots.

Note: Singlets, shorts, sandals or jandals will not be accepted.

- 7 All drivers must wear an approved safety helmet and neck brace. Refer numbers in Safety Regulations.

- 8 The consumption of alcohol or drugs will result in instant disqualification and removal from the venue.
- 9 Any driver exhibiting a lack of control or driving in a dangerous manner will receive a warning from the Area Steward or member of the host Club. Continued similar behaviour will result in the driver being disqualified from further competition.
- 10 All non NZHRA competitors must pay “NZHRA Day Affiliation”.

Article IV. Passenger Requirements

- 1 Only one passenger per car and to be seated beside the driver. Required to comply with previous “Driver Requirements” No’s 1, 2, 3, 5, 6, 7, 8, 10 and must be aged 15 years or older.
- 2 No Passengers will be permitted in Section B cars (Competition or under 7.0 cars).

Article V. Vehicle Requirements

Section A – Motor Cars

- 1 Street Driven, 8.5 seconds and over
 - a) Competitors must wear seat belts (NZSS 1662), helmet and neck brace (Refer Safety Regulations).
 - b) Drivers in all vehicles must wear lace-up shoes or safety boots and tidy overalls/race suit.
 - c) Vehicles must be street legal and have W.O.F and current registration.
 - d) W.O.F. D.O.T. approved tyres mandatory.
 - e)
 1. Neutral starts forbidden. (Pulling the gearshift into gear at rev’s)
 2. Inhibitor switches must be operative on all automatic vehicles to prevent vehicles starting in gear.
 - f) Require catch can for radiator.

Note: Motor cars recording E.T.'s of 8.5 seconds or quicker, must comply with the safety regulations described in Part 2 of this section.

2 Street Driven under 8.5 seconds to 6.5 seconds

- a) Competitors must wear seat belts (NZSS 1662) helmet and neck brace (Refer Safety Regulations).
- b) Drivers in all vehicles must wear lace-up shoes or safety boots and tidy overalls/race suit.
- c) Require catch can for radiator.
- d) Require front drive shaft loop. (Where applicable).
- e) Roll bars (3 point minimum) required in all open cars, sports cars and roadsters or those without a fixed steel roof, and those running 7.99 seconds or quicker. Please refer to Safety Regulations for requirements.

Note: 4 point 75mm quick release safety harness required in all cars with roll bar/cage, please refer Safety Regulations: Safety Harness.

- f) Flywheel shield consisting of 360 degree cover of 6mm steel plate or 6mm steel bell housing is required as a compulsory minimum, please refer safety regulations.
- g) Cast iron flywheels not permitted.
- h) Arm restraints required in open vehicles.
- i) 1. Neutral starts forbidden.
2. Inhibitor switches must be operative on all automatic vehicles to prevent vehicles starting in gear.
- j) Cars without steel hood (bonnet) & or steel front fenders are prohibited from using steel fans when engine driven.
- k) W.O.F. or D.O.T. Tyres only, NO Slicks allowed.
- l) Must hold current W.O.F. at date of event.

**Section B - Competition Vehicles & ANY Cars Under 6.5
(Exhibition Only)**

- 1 The time factor of 6.5 or under must have the Area Stewards approval and may be changed to a slower time for safety reasons at the Area Stewards discretion.
- 2 Vehicles which have raced or are intending to race or would qualify to race in COMPETITION SECTION classes as defined in the main body of the NZDRA Rule Book, must comply with the safety regulations pertaining to these classes and have a current NZDRA Tech Inspection Certification sticker attached to the roll cage or bodywork. The vehicle will be required to undergo a basic safety check by the scrutineers on the day.
- 3 Driver must hold current NZDRA Competition licence for the class of car he or she is driving and be suited in the correct apparel for the class of car as per the current NZDRA rule book. Drivers and crew will be required to sign indemnity forms as per all other racers.
- 4 Competition cars must perform exhibition passes only. In the lane furthest from crowd (where possible). Passes to consist of ½ track acceleration only, rolling to finish line.

Note: Drivers failing to raise the throttle will be given one only verbal warning and failure to comply will result in the car being prohibited from running.

Competition car drivers and crews will abide by any and all instructions of the Event Officials and the Area Steward on the day. Competition vehicles attend by invite of the organizers of the event not by right. They are representing NZDRA and are ambassadors to the sport and shall act accordingly

- 5 Competition Vehicle owner / driver must report directly to the NZDRA Area Steward before the event starts with their current

log book for signing. Area Steward is to check last entry for notes before signing off.

- 6 It is recommended that the track be inspected for debris before and after a competition car runs to minimise the risk of tyre damage.
- 7 No licence passes can be run for this class at these events.
- 8 Competition car owners / drivers must have informed NZDRA and the NZHRA Area Steward prior to the event that they are to be running the car at the event and the Area Steward is to keep a list of those intending to appear on the day and confirm with NZDRA.

Section C – Motorcycles

- 1 Street legal 8 seconds and over, with unmodified production frames
 - a) Require helmets (See Safety Regulations) gloves, leather motorcycle boots and at least leather jacket and heavy trousers.
 - b) Only production touring motorcycle frames with no Modification permitted. Rear strut bars, fairings and Wheelie bars optional.
 - c) No drag racing slicks permitted.
 - d) Motorcycles must be street legal with current W.O.F. and Registration.
 - e) Entrants are to supply and mount a number plate 200mm x 250mm to enable number to be displayed.
 - f) Motorcycles recording E.T.'s of 8 seconds or quicker, must comply with the Safety Regulations described in Part 2 of this section.
- 2 Street legal under 8 seconds and all modified frame and non-street motorcycles
 - a) Requires helmet (See Safety Regulations) gloves leather

- motorcycle boots and full leathers or leather jacket and leather pants.
- b) Top runs of chains must be covered.
 - c) Each motorcycle must have a spring loaded throttle return. Butterfly type carburettors must have two return springs fitted.
 - d) Each motorcycle must have an ignition cut off switch within reach of the rider's hands without removing them from the handlebar grips.
 - e) Each motorcycle must have a fuel shut-off tap between tank and carburettor.
 - f) Entrants are to supply and mount a number plate 200mm 250mm to enable number to be displayed.
 - g) Motorcycles must be street legal and have current W.O.F. and Registration.
 - h) Non street or modified bikes need to be Tech Inspected.

Section D – Demo Cars (Trikes, Karts etc)

- 1 May do by runs at the area steward's discretion only and must undergo a basic safety check of the brakes, fuel system, steering, throttle, shut off device, wheels and tyres.

Section E – Safety Regulations (As applicable from previous sections)

- 1 Flywheels
 - a) The use of stock-type cast iron flywheels and/or pressure plates prohibited on all cars running under 8.49. Steel or Units meeting SFI Spec 1.1 or 1.2 are mandatory.
- 2 Flywheel Shields /Bellhousings
 - a) The use of a S.F.I spec 6.2 bell housing is mandatory in Competition and all other clutch equipped cars running quicker than 7.00 (1/8 mile). A totally enclosing 360 degree, one piece bell housing must be formed or fabricated entirely

from 6.25mm (1/4") steel plate and attached directly to the rear of the engine. Shields meeting S.F.I 6.1,6.2,or 6.3 Highly recommended.

3 Openings & Mods

- a) A clutch inspection/ maintenance hole may be cut on the back of the housing. The opening may not be longer than an area covering 90 degrees (no longer than 215mm) of the housing. No part of the rotating clutch assembly may extend past the forward edge of the clutch inspection and maintenance hole. A cover for the opening must be made of the same material and thickness as the flywheel shield, incorporating a welded fillet that fits the opening, and be fastened to the flywheel shield with at least twelve M8-class10.9 bolts.

4 Shields

- a) Where used, flywheel shields must be constructed so they completely surround the bell housing to stop material entering the driver's compartment in the case of clutch failure. The shield should be constructed from 6.mm (1/4") steel plate, and extend forward to a point at least 25.4mm (1") ahead of the flywheel, and 25.4 (1") to the rear of the clutch and pressure plate. Shields must not be bolted to the bell housing but should attach securely to the "preferred frame/chassis or engine".
- b) An engine support strap made of steel or suitable cable capable of supporting the rear of the engine in case of bell housing failure is required on all cars, unless it is evident that the headers or frame rails will prevent the engine from dropping.
- c) All Front wheel drive or transverse-mounted applications using a clutch and running 7.99 or quicker, shield must surround the bell housing completely except for area of bell housing adjacent to differential and axle shaft. Shield may be multi-piece, with pieces bolted together using minimum M10 class 8.8 bolts; may be attached to engine and/or bell

housing.

Section F – Rotary Powered vehicles

- 1 Regardless of age or modifications all Rotary Powered Vehicles require a Fly wheel Shield of 50mm wide x 3mm thick steel or 50 x 6mm aluminium.
- 2 The shield must cover 180 degrees from chassis rail to chassis rail and protects all fuel and brake lines from being cut in case of an explosion of the clutch or fly wheel.
- 3 The shield must start at the joint of the engine to the gearbox and cover the flywheel area.
- 4 The shield must be fixed to the bell housing by a minimum of 2 bell housing bolts.

Section G - Helmet & Goggles

As outlined under Class Requirements, drivers in all classes must wear a properly affixed helmet at all times during racing.

1 Goggles & Mask

- a) Drivers of all open vehicles and motorcycles require either a full-face helmet or an open face helmet with windproof, shatterproof goggles or visor.
- b) The use of snapped or button on visors are restricted to motorcycle riders, or as additional protection with the use of goggles in other classes.

2 Inspection

- a) Helmets are inspected as an essential part of the vehicles safety equipment.
- b) The helmet of any competitor involved in any accident, collision or upset must be surrendered to the NZHRA Area

Steward at the event for inspection. (Prior to being re-used)

3 Specifications

- a) Full Face Helmets or Open Face Helmets with full correctly attached visors that meet the following minimum standards and have the appropriate certificate sticker affixed inside the helmet will be accepted:

Note: NZSS 1884 will not be acceptable from 1/7/2002

ANSIZ- 90.1	(USA)
AS 1698	(AUSTRALIAN)
BSI BS6658-85-A or A/FR	(BRITISH)
NZSS 5430	(NEW ZEALAND)
SFI 31.1, or 31.2	(USA)
SIS 88.24.32	(SWEDEN)
SNELL SA85/SA90/SA2000/SA2005	(USA)
ECE 2002/03/04/05	(EUROPEAN)
EEC E22	

- b) A circle with an E and a number inside is a European Standard. The number within the E circled indicates the approved country.
1=Germany 2=France 3=Italy 4=Netherlands 5=Sweden
11=UK

4 Neck Braces

- a) All drivers of vehicles must wear neck braces and must have approved arm restraints.

Section H - Roll Bars/Cages

1 Roll Bar/Cages are required as follows:

- a) For all open cars under 8.50, a minimum 3 point roll bar is required.
b) All cars running quicker than 8.00 seconds require a roll

bar/cage as follows:

1. 7.99 seconds to 7.00 sec 4 point minimum roll bar
2. 6.99 seconds to 6.50 sec 5 point minimum roll bar (as per illustration 1)

Dimensions

- a) All bars to be minimum 42mm OD except cross bar which can be 31mm OD. (3.2mm wall)
- b) All roll bars must be within 150mm of the rear, or side, of the driver's head, extend in height at least 75mm above the driver's helmet with driver in normal driving position, and at least as wide as the driver's shoulders or within 25mm of the driver's door.
- c) Must be adequately supported or cross braced to prevent forward or lateral collapse of roll bar in case of spin out, collision or upset.
- d) Braces must intersect with the roll bar at a point not more than 125mm from the top of the roll bar.
- e) 6.99 to 6.50 side bar must be included on drivers side and must pass the driver at a point midway between the shoulder and elbow.
- f) All roll bar structures must have in their construction a cross bar for seat bracing and as the shoulder harness attachment point, cross bar must be installed no more than 100 mm below, and not above, the driver's shoulders or to side bar.

Material

- a) Low carbon (mild) steel tubing is recommended for all types of roll bar construction.
- b) Braces must be of same diameter and wall thickness as the roll bar.
- c) All chrome moly welding must be done by approved TIG Heliarc process; mild steel welding is recommended to be MIG or TIG.
- d) Welding must be free of slag and porosity.
- e) Flush grinding welds prohibited.
- f) Due to variations in wall thickness of drawn tubing

competitors are recommended to make allowance in construction, (eg. 3.2mm wall in preference to 3.0mm minimum).

Mounting

- a) Roll bar must be fully welded or fastened to the frame or frame structure; if car has no frame, a 150 x 150 x3 mm steel plate (or a different configuration of the same area) on top and bottom of floor securely bolted together with at least four M10 bolts and nuts is required or welding permitted.

2 Roll Cage

- a) All cage structures must be designed to protect the driver from any angle, 360 degrees. (see illustration)

Material

- a) No tubing will be accepted as Chrome-moly that does not bear the 4130 markings.
- b) Reynolds 531 tube may be used in place of chrome-moly, proof of tubing specification required in all cases.
- c) Japanese Moly substitute will not be accepted.
- d) Due to variations in wall thickness of drawn tubing competitors are recommended to make allowance in construction, (eg. 3.2mm wall in preference to 3.0mm minimum).

Constructors of chassis/frames are advised that copies of the following S.F.I. Specs- 2.3G Rear Engine Dragster.

- 10.1B Funny Car.

- 25.1B Pro Stock (Door car)

are available from NZDRA upon request. It is highly recommended that these specs are used.

Section I - Safety Harness

1 Harness

- a) A quick release 5 point-(4 point were permitted) 75mm shoulder harness meeting SFI Spec 16-1 is mandatory in all cars in competition requiring a roll bar or when a roll cage has been installed.
- b) Upper-torso restraining straps are accepted in all other cars.

Mounting

- a) Shoulder harness must be mounted to the frame, cross member, or reinforced mounting, and installed to limit driver's body travel both upward and forward.
- b) Seat belts may not be wrapped around lower frame rails.
- c) Under no circumstance are bolts inserted through belt webbing acceptable for mounting. (For harness installation, see drawing)

Specification

- a) Driver restraint system must be clearly labelled and dated by manufacturer.
- b) System must be updated at five year intervals from date of manufacture.
- c) All seat belt and shoulder harness installations must be mutually compatible, originally designed to be used with each other.
- d) Installations NOT allowed where the harness is sewn, fastened or where seat belt is fed through loops in the harness.
- e) Only those units that release all four / five attach points in one motion are accepted.

Article VI. Seat Belts

Mounting

- a) All seatbelts / harnesses must be securely fastened to the frame, cross member or reinforced mounting of the vehicle so that all fittings are in direct line with the direction of pull.
- b) Any mounting through light panelling such as a stock floor panel is inadequate and will not be permitted without further reinforcement. Where belt fasteners are mounted through such paneling a plate of no less than 2 square inches by ¼ inch thickness per mounting must be inserted between the outer face of the paneling and belt fastener.
- c) All corners and edges of reinforcing plates must be radiused.
- d) Mounting shall be accomplished with a minimum of grade 5 bolts at a diameter recommended by the belt manufacturer or 7/16" where no recommendation exists.
- e) Mounting bolts inserted through belt webbing totally prohibited.
- f) Shoulder harnesses must be mounted in a manner to prevent slipping off the drivers shoulders.

General

- a) Belts must be maintained in good condition and discarded at any sign of belt material fraying, nicks or cuts.
- b) Belt deterioration, showing loss of material colour due to over exposure to sunlight or corrosive chemicals also mandates full replacement.
- c) All latching and mounting hardware to be maintained in perfect operating condition.

Article VII. Disqualification in Drag Racing

Section 1

- 1 The following are grounds for automatic disqualification:

- a) Failure to report to staging ie; failure to leave staging lanes under engines own power.
 - b) (Sandbagging) or delaying the run.
 - c) Failure to observe specified burnout and staging time limit.
- 2 If a driver is disqualified for any reason prior to the actual start of the race, he cannot be reinstated.

Section 2

- 1 This section applies only to those vehicles and drivers that are disqualified during actual competitions. Grounds for disqualification in order of severity are as follows:
1. Crossing the strip centreline, or leaving the strip surface.
 2. Failure to complete the run unaided.
 3. Unsportsmanlike conduct.
 4. Foul start (red lighting).
 5. Breakout (where applicable).
- 2 No competitor can be disqualified on a bye run - for "Red lighting" or other non-safety related infractions.
- 3 In the instance of a dual infraction on a paired run a FIRST or WORST rule will apply.
- 4 Since the outcome of any race must be one winner and one loser, policy is that the first offender is disqualified, and the other is reinstated providing the grounds for disqualification were equal with both competitors. In most cases, however, there are varying degrees of rules infractions, with the policy being that the driver committing the major infraction be disqualified, and the other driver with the lesser offence be reinstated.

THE AREA STEWARD'S DECISION IS FINAL IN ALL CASES EXCEPT WHERE NOTED IN TEXT.

Article VIII. Protest/Appeals Procedure

- 1 Whenever possible competitor's grievances should be presented to the proper strip official prior to the runs involved. If satisfaction is not gained the advice of the Area Steward should immediately be sought or the complaint taken directly to the Head Official. However, the right to formally Protest lies solely with an entrant driver who may consider himself aggrieved by any act of any official, promoter, entrant or driver and must be lodged in writing on the prescribed form with the Stewards (who must accept it and act upon it) sometime during and up to the close of the meeting under these conditions:
 - a) \$100.00 must be submitted with the Protest.
 - b) If practical, the Steward's may deliver a finding on the spot and providing the Protest is not frivolous, no expenses are incurred and the decision is accepted by all involved the \$100.00 may be returned whereby the Protest is considered withdrawn.
 - c) Should any dismantling of a vehicle be involved the \$100.00 fee goes to the person in the right and the person in the wrong must then account for the total cost of dis-assembling and re-assembling any portion of the vehicle involved. Prior to any dis-assembly a further sum of \$300.00 must be deposited with the Area Steward, which might be applied to any work carried out on the protested vehicle. The inspection may be carried out at the strip if practicable, or alternatively the protestee will have 48 hours to present the vehicle to a mutually agreeable place for inspection. The vehicle may be marked to prevent any pre-inspection interference. If any attempt is made to alter the vehicle before inspection the protest will be upheld regardless. The inspection will be carried out by a suitably qualified person appointed by the Area Steward.
 - d) If the protestor or protestee is not satisfied with the findings of the Area Steward then they may, upon payment of a \$300.00 fee, appeal to the NZHRA Appeal Board, prior to any relevant rounds of competition. This Board consists of the Area Steward, and the Head Official. (In the event that any of the Representative's is involved in the dispute then

another of the promoting clubs officials shall take their place.) Where at all possible the Appeal Board shall meet and deliver a finding prior to any relevant rounds of competition.

- e) If the protestor or protestee is not satisfied with the findings of the Appeal Board then the Appeal Board decision can be appealed to the New Zealand Hot Rod Association Incorporated under the same procedures as detailed for appeals against the finding of a Tribunal. (The appeal fee is \$1,000.00)
- f) With respect to the appeal fees payable in sections (d) and (e) if the appeal is upheld the fee is returned, if declined the fee is retained by NZHRA.

Article IX. Penalties

There are five levels of action against a competitor who breaks the rules or acts in a manner to the detriment of safety or the sport.

1 Warning

This is delivered verbally on the spot by any Steward immediately the breach is personally noticed or when reported and reasonably substantiated and consists of advising the competitor of the breach and that should it recur he renders himself liable for more severe action. (This can be for such things as disobeying minor instructions, exceeding access/return road speed limits, etc.)

2 Reprimand

This can be given either by the Steward and Clerk of Course jointly at the event or as a result of a Tribunal and consists of advising the competitor of the breach in detail in writing and that it should it recur he can automatically receive a disqualification and/or a suspension. (This can be for disobeying major instructions, minor dangerous driving first offence, attempting to make a run prior to scrutineering, serious nuisance activities, etc.)

3 Suspension

This can be recommended by the Area Steward or any Head Official and consists of the Area Steward immediately terminating the activities of the driver and his vehicle for the remainder of that event. This can only be instigated in the presence of the competitor after the breach has been substantiated to the satisfaction of the Area Steward but all results and awards gained before the breach remain valid. This penalty has no connection with a simple run disqualification as outlined in grounds for disqualification. (This penalty can be for disobeying instructions on points of safety, interfering with another vehicle, dangerous driving, concealment or illegality related to safety or class advantage, etc.)

4 Full Disqualification

A disqualification can only be instigated by a Penalty Tribunal and for a period of no less than one month or no more than six months. Disqualification commences immediately the decision is handed to the competitor in writing and any person competing while under disqualification automatically incurs a further six months on termination of the original. Advice of this must be included in the notice of suspension. Instigation of this penalty is withheld if an Appeal is lodged. (Terms of suspension are naturally related to the seriousness of the breach but terms of more than three months are usually for serious breaches of safety or cheating to gain prestige or financial reward.)

5 Disbarment

Disbarment can only be instigated by a penalty tribunal and may continue for an indefinite period. Disbarment commences immediately the decision is handed to the offender in writing. This penalty may be instigated only for serious and/or persistent breaches of the rules, regulations or directives of the NZHRA or a serious offence committed for which a conviction has been entered against that person in any court in New Zealand.

6 Penalty Notes

The consumption of alcohol or drugs or assaulting of an official and/or abusive language are grounds for immediate suspension and further action as is deemed appropriate.

Any driver who is suspended as a result of a deliberate action on his part that is a blatant disregard for safety, will remain suspended from further competition until he appears before a Tribunal on that action. Participation in an unsanctioned event, once reported and substantiated, carries an automatic six month disqualification and the driver and also the vehicle (unless such vehicle is sold before expiry of this suspension.) All matters pertaining to the preparation of the vehicle are the liability of the entrant and all matters pertaining to safety and driver action are the liability of the driver. Both driver and/or entrant can be liable for disqualification.

Article X. Drag Racing Tribunal

Composition

- 1 A tribunal will be instigated by NZHRA and may consist of one or other of the following:
 - a) Two committee members plus two current licence holding competitors of good standing and not involved in the issue and not competing in the same bracket as any defendant and being appointed by NZHRA from persons preferably not present during the incident concerned.
 - b) A Justice of the Peace, a Stipendiary Magistrate, or a Judge of the Supreme Court.

It will be at the discretion of NZHRA which tribunal will be convened.

Types of Tribunal

These are two types of tribunal:

1 Investigation

Being convened to formally investigate any matter as deemed necessary by the NZHRA and delivering a report to NZHRA

2 Competitor

Being convened to hear a charge of breach of NZHRA Rules against any entrant or driver as a result of their participation in the meet. Such charges are laid by the Area Steward who is then responsible for the presentation of the charged material at the Tribunal.

The Steward and the Defendant must be advised at least 14 days in advance in writing of the time and place of sitting and the exact charge being heard. The defendant has the right to be represented by an independent advocate and there is no restriction on the witnesses called. Once all material is presented, the Tribunal must retire to decide firstly if the charges are upheld, secondly the penalty to be imposed (a suspension, full disqualification or disbarment is to be made and the term.)

All decisions are by majority vote.

Appeals

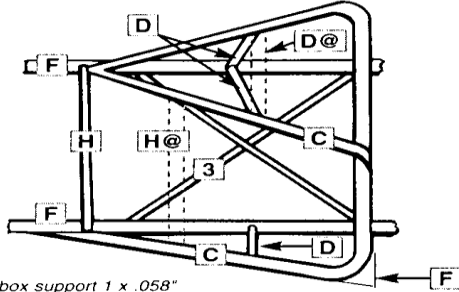
Appeals by a competitor against the finding of a Tribunal must be lodged with NZHRA within 14 days of Defendant being handed notice of any Penalty which automatically suspends such Penalty until the Appeal is heard. A fee of \$1,000.00 must be submitted with the Appeal and Appeals Board decision shall be final. The Appeals Board shall comprise the full Executives of NZHRA.

STREET ROADSTER

7.50 seconds E.T. and slower

TOP VIEW FROM ABOVE

(roll cage removed from drawing for clarity)



H - Foot box support 1 x .058"

H@ - Retention for driver's legs, also can be a dash mount 1 x .058"

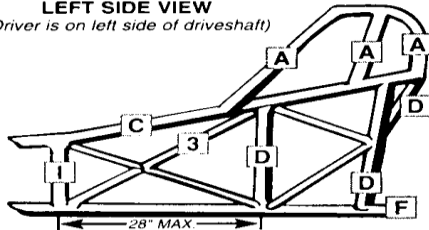
F - Lower frame - needs extension on left side when driver's seat is overhanging lower frame rail.

D@ - Horizontal, 1 1/4 x .058" used to tie inner and outer upper frame, only when no other support exists.

When 1 5/8 x .083" is used, for upper **C** and Lower **F** frame and uprights **D**, eliminates the need for inner frame diagonals **3**. Diagonals **3** along outer frame and uprights still mandatory.

LEFT SIDE VIEW

(Driver is on left side of driveshaft)



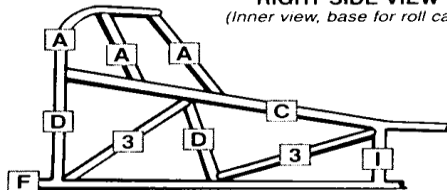
Helmet must be a minimum of 3" behind front bar.

A - Roll cage hoop	1 5/8" x .065"	3 - Single Diagonal	3/4" x .058
	6 points of attachment	X - or K Design	5/8" x .058
C - Upper frame	1 1/2" x .058"	F - Lower frame	1 1/4" x .058
D - Uprights	1 1/4" x .058"		or 1 3/8" x .049
	or 1 1/8" x .065"	I - Foot upright	or 1 1/4" x .049

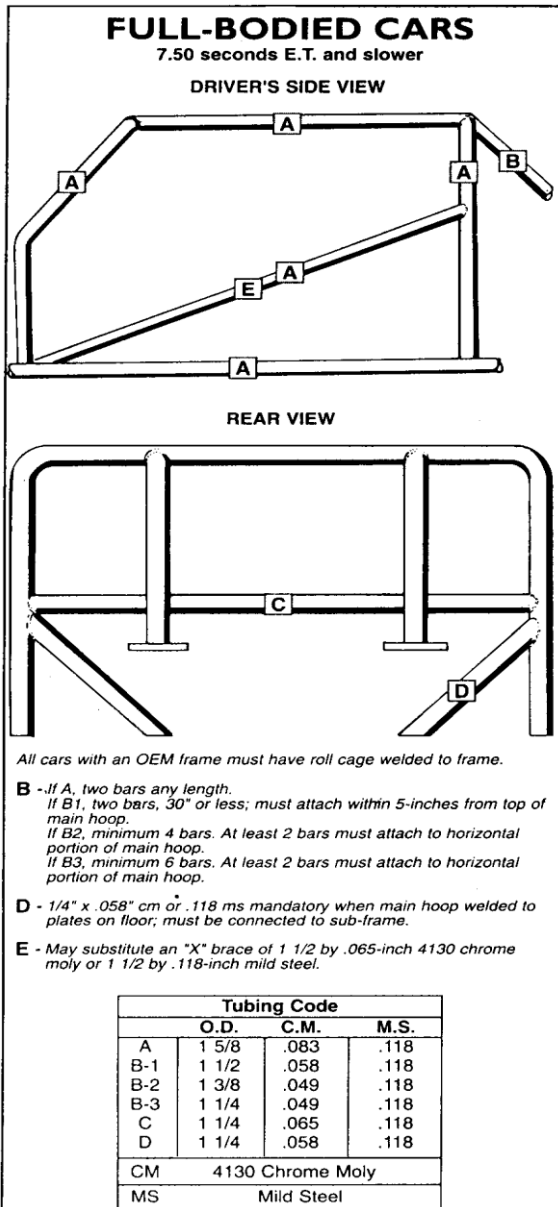
Mild steel construction requires .118" minimum wall thickness.
Lower frame of square tubing minimum is 2" x 2" x .058".

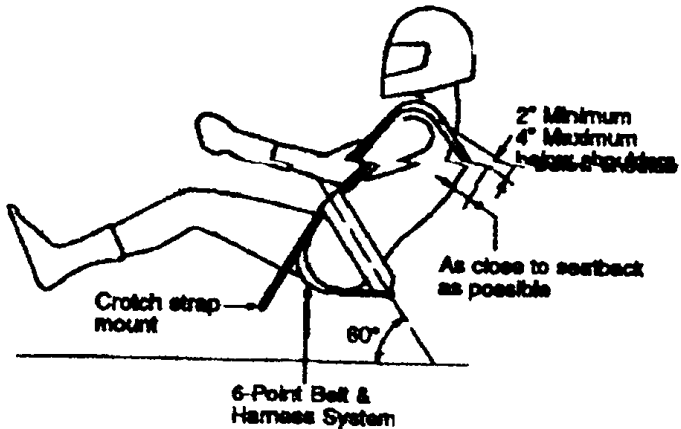
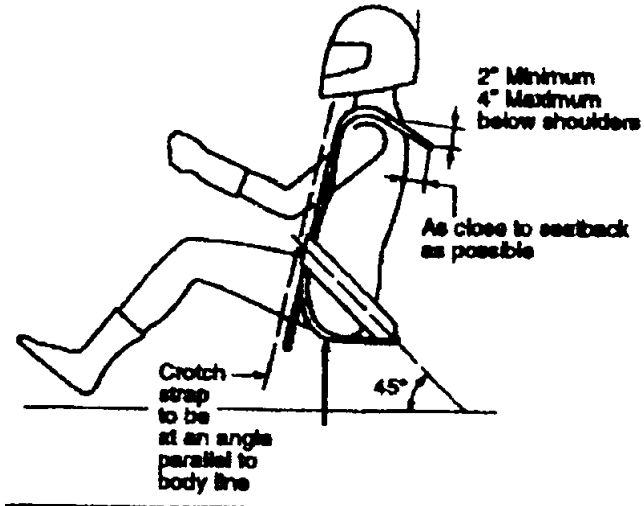
RIGHT SIDE VIEW

(Inner view, base for roll cage)



When this design is used for the inner structure, adjacent to the driver, then the outer structure has no minimum requirements.





Notes