

DRAG-ENS

Drag Safari 2021

Pre 1949

All the rules and regulations that govern Drag-ens Drag Safari

We have attempted to keep the rules Drag-ens Drag Safari as simple as possible, but there are some needed to ensure a safe event and fair racing. This year's Drag-ens Drag Safari will take place from Wednesday 10th March. Make sure you read and fully understand all the rules before entering.

HERE ARE THE BASICS:

- The event is open to Pre 1949 Hotrods only.
 - Multiple entrants can enter the same vehicle however full entry fee are applicable.
 - Current licence and registration are required. No dealer plates allowed.
 - Competition vehicles must Street Legal
- People caught doing burnouts or any other anti-social behaviour that brings the event into disrepute will be disqualified; there will be no warnings. If we catch you doing something illegal or dangerous, you will be disqualified and prevented from entering future events. We cruise, we race and we have fun – **let's not screw it up.**
- Entrants and crew must have a zero blood/alcohol reading during competition. Entrants and crew may be tested at any time. Outside of competition hours the legal limit for drivers is 0.05 Blood Alcohol Content. No drinking and driving.

WORKING ON COMPETITION VEHICLES

- Drag-ens Drag Safari competitors may borrow or buy parts, tools and supplies from each other and may help each other with manpower. It is not our intent to keep friends from helping friends, but to prevent entrants from acting as support vehicles for other competitors.
- Ordering parts or fuel and having it delivered to hotels during Drag-ens Drag Safari is allowed, but will have to be organised by the entrant. **There are no fuel deliveries to the tracks this year.**
- Swapping engines so that one is used for the drag strip and another for on-road drives is allowed.

THE ROUTE, THE CHECKPOINTS

- The on-road drive is part of the Drag-ens Drag Safari competition. Traffic, potholes, wet weather, wildlife and winding roads should be expected. Drive accordingly and be safe at all times.
- Each day's drive has at least one mandatory checkpoint. Each entrant is required to take a photo of their car at the checkpoint and post it to Drag-ens Drag Safari Facebook group. Please take your photo and move on so other entrants have space to take their photos.
- Camping at the Tracks will be available, Competitors are not required to stay at the Track and may stop anywhere they wish along the way, even their own house, as long as the entire route is followed.

RACE PROCEDURES

- Competitors are required to sign in and get scrutineered at each track.
- Competitors will be scrutineered at each drag strip before running. It is up to the entrant to ensure their vehicle will pass tech inspection at each track for their ET and speed capabilities
- The track opening times may vary from track to track; check your event schedule for the running times. Schedule adjustments may be made pending unforeseen circumstances, but we will try to keep you informed of any changes.
- Competitors will be allowed to make as many passes as they wish each day on a first-come, first-served basis, until the race director announces the staging lanes are closed. Drag strip sessions may be divided into run groups. Times and details will be announced at the drivers' meeting and may change from day to day, depending on conditions.

- Each competitor must complete each track day within the specified times to remain in the competition. To complete a track day, a competitor's car must stage under its own power and take the green light. Entries that take the green but are unable to complete a full drag-strip pass will be given an ET of 20 seconds (and a speed of 50mph) for the day. If a competitor misses a track day and is out of the running, they may be able to make exhibition runs during the remaining days of Drag-ens Drag Safari if time allows.
- Any entrant who was unable to make a pass because of rain or other issues outside the control of the entrant (this does not include car breakage) or race director, but made it to the staging lanes before the planned competition time cut-off, will score an automatic 20-second time. If the day is rained out before three quarters of the field has made one pass, then we eliminate the whole day's competition and move on to the next track. If more than three quarters of the field has made a pass then the results will stand.
- It is the competitor's responsibility to hand in their timeslips to the Drag-ens Drag Safari official before the nominated cut-off time each day. We will not chase your timeslip; if we do not have your timeslip at the end of the day, you will be disqualified. Once a timeslip is handed in, no other timeslip for that competitor will be accepted that day. Vehicles with multiple drivers must have the drivers name printed on the timeslip. Drivers who do not hand in a timeslip will score an automatic 20-second time.
- If a day of racing is rained out, competitors are still required to drive the entire route, make their mandatory stops, and must check in during the specified hours at the drag strip in order to remain in competition. Here they will also receive additional information about the schedule and driving directions to the next track. In the event the final day is rained out, the following day may be held as a rain date at the official's discretion.

Classes

- **Street Driven Hotrod**, Towing to the racetrack on scrutineering day and Day One of racing is fine, but once competition starts on Day One the only reason your car will be anywhere near a car trailer or support vehicle is you're broken down. If your vehicle is towed you will be given an ET of 20 seconds (and a speed of 50mph) for the day. You may still race. Extra Fuel(complying with RMS regulations)., parts and tools may carried by support vehicles Each competition vehicle may tow a trailer. Trailers may not contain any components that contribute to the cooling, charging, oiling or fuelling of the competition vehicle while the trailer is in motion. It is up to the entrant to make themselves aware of all road rules (including capacity limits) pertaining to safe loading and towing of trailers.
- **Trailerred Hotrod**, Anything not in the above category
- The winner is the car with the lowest combined ET during the event –mph will be used as a tiebreaker.

At the Drag Strip, Racing Rules

Can I Modify The Car?

Off-Street meetings are only for street-type street Hotrods. They are not for race cars, radically modified cars (other than approved street rods) or four-wheel-drives with lift kits. Minor modifications are permitted. Any modification that alters the integrity of the chassis or suspension pick-up points may be refused. The car interior must be complete with all seats, door trims, operable door handles, hood lining, etc. The car must have a street-type exhaust and mufflers that run to the rear axle as a minimum and must be capable of staying within a 95dB noise limit. Note: A catalytic convertor by itself will be rejected. Hot Dogs or any other resonator are not considered to be a muffler. Racing slick tyres are permitted (See 7: Wheels and Tyres).

Safety

DRIVERS must wear an approved helmet (AS/NZS 1698 minimum as specified in the accompanying Table: Off-Street "Road-Going" Cars – Minimum Requirements) with long-sleeved upper body garment, long pants and enclosed shoes. (Clothing must be of fire resistant material as a minimum – no nylon).

OFF-STREET DRAG RACING REGULATIONS

1. Road-Going Street Vehicle

- A road-going street vehicle is defined as a car or motorcycle that is street-registered or is capable of being street-registered. Purpose-built race cars are not permitted.

2. Mechanical and Body

- Automatics must have an operational neutral safety switch
- No oil leaks
- Radiator must have an overflow catch tank
- Battery must be fully secured with a clamp or bracket
- All vehicles must have at least one working taillight and headlight.

3. Modifications

- The body must not be modified beyond acceptable "street legal" limits
- The engine, transmission, brakes and suspension springs (no suspension lift kits permitted) may be modified provided they fit the "road-going" definition above. However this does not include major modifications such as "four-link" or ladder bar suspension conversions
- Examples of major modifications include any alteration to structural parts of the vehicle (e.g. floor pan alteration, firewall alteration)
- Venue management reserves the right to refuse entry to any vehicle deemed to be modified beyond a road-going street-registered capable car or motorcycle
- No changes are to be made to the vehicle after it has been scrutineered. If changes are made, the vehicle must be represented to scrutineers for approval before competing.

5. Exhaust

- The car must have a street-type exhaust and mufflers that run to the rear axle as a minimum and must be capable of staying within a 95dB noise limit

6. Interior

- Cars must have complete interiors; that is: all seats, all door trims, all door handles operable, hood lining, etc.
- Seats and seatbelts to be in good supportive condition
- There are to be no loose objects within the interior. All loose items must be removed.

7. Wheels and Tyres

- All wheel nuts must be in place and tightly secured
- No hub caps or dress rims permitted
- Slicks are permitted however tyre types must match front-to-back (i.e. radial slicks on back with radial street tyres on front. Non-radial slicks on back with conventional non-radial tyres on front). Space saver type rims and tyres are prohibited.

8. Driver Licensing and Passengers (if applicable)

- Drivers must hold an Australian provisional or full civil licence (or be able to prove that they have held an Australian provisional or full civil licence)
- If a driver is under 18 years of age the entry form must be accompanied by a Parent/Guardian Acknowledgement of Risk Form including Waiver, Release and Indemnity which must be completed and signed by a parent or legal guardian in the presence of, and be witnessed by, a Sydney Dragway official
- P-Plate drivers are permitted
- L-Plate drivers are not permitted.

9. Forced Induction

- Standard factory-fitted or aftermarket superchargers or turbochargers are permitted.

10. Nitrous

- Nitrous Oxide is permitted
- All vehicles using Nitrous Oxide must display special markers located on the outside of the vehicle in the area where the supply bottle is located and in the top left corner of the front windscreen
- The marker shall be a yellow diamond with N20 printed in black letters.

11. Driving Standards

- Please turn off the car's air-conditioner once you have entered the venue
- Air-conditioning must not be in operation at any time while the car is in the staging lanes or when racing
- No water sprayers are to be used in any form
- No driver (or passenger, if applicable) is permitted to use a mobile phone once they have passed through the tunnel and are on the drag strip or on the return road
- All drivers/riders must observe sign-posted speed signs at all times while within the venue
- All drivers/riders must follow the directions and/or instructions of track officials at all times
- Any burnouts outside of designated burnout area box will result in eviction from the event
- Drivers (and passengers, if applicable) must wear all safety gear until they have passed back through the tunnel and returned to pit/paddock area
- Drivers may be subject to random breath testing
- All Sydney Dragway Track Regulations apply.

12. Crew Members

- Only one (1) crew members per entrant are permitted in the start line area if permitted by meeting director

13. Tow Vehicles

- Tow vehicles are not permitted. All vehicles must be driven back to the pit/paddock area.

14. Exceptions to the Regulations

- The meeting director may use his/her discretion regarding exceptions to these regulations. Any request for an exception to these regulations must be made through the venue and at least 36 hours' prior to the event. If a request for an exception has not been received and approved by the meeting director prior to the event it will not be accepted or permitted once the event has commenced.

Table 1: Off-Street "Road-Going" Cars – Minimum Requirements Vehicle Type	ET	Technical Requirement	Personal Safety
Modern Sedan Cars with Original Monocoque, fitted with four-wheel disc brakes & air bags	10.00 – 10.49	Original 3-point lap-sash as manufactured, OEM four-wheel disc brakes and air bags must be retained	Approved full or open face helmet – AS/NZS1698: 2006 minimum. Long sleeve, long pants, socks and enclosed shoes. No nylon clothing.
Sedan Cars with Original Monocoque	10.50 and slower	Original 3-point lap-sash as manufactured	Approved full or open face helmet – AS/NZS1698: 2006 minimum. Long sleeve, long pants, socks and enclosed shoes. No nylon clothing.
Sedan Cars with Original Monocoque, that do not comply with Modern Sedan Cars (first row above)	10.00 – 10.49	4-point harness 4-point roll bar Parachute at 225kph/140mph	Approved full-face helmet – AS/NZS1698:2006 minimum. Long sleeve, long pants, socks and enclosed shoes. No nylon clothing.
All Street Cars with Modified	11.50 and slower	Original 3-point lap-sash as manufactured	Approved full or open face helmet –

Monocoque, Convertibles, SUVs or Ladder-type chassis (i.e. Street Rods)			AS/NZS1698: 2006 minimum. Long sleeve, long pants, socks and enclosed shoes. No nylon clothing.
Street Cars with Modified Monocoque, Convertibles, SUVs or Ladder-type chassis (i.e. Street Rods)	10.00 – 11.49	4-point harness 4-point roll bar	Approved full-face helmet –AS/NZS 1698: 2006 minimum. Long sleeve, long pants, socks and enclosed shoes. No nylon clothing.
All Street Cars	9.99 and quicker	Must comply with relevant IHRA Competition Regulations	Must comply with relevant IHRA Competition Regulations.

No vehicle capable of running quicker than 8.50-seconds over the quarter-mile is permitted.

