

# NDRL - NOSTALGIA DRAG RACING LEAGUE

## CLASSES AND RULES

Rev. January 2023

**CLASSES:** NDRL CLASSES ARE INTENDED FOR VEHICLES WITH A NOSTALGIA APPEARANCE (1979 and older (body types), NO MODERN REAR ENGINE DRAGSTERS. THE NDRL RESERVES THE RIGHT TO DENY ADMITTANCE TO THESE RACES IF YOUR VEHICLE DOES NOT FIT THE THEME. IT IS RECOMMENDED TO CONTACT THE NDRL DIRECTLY IF YOU THINK THAT YOU MIGHT NEED CONSIDERATION. ALL CLASSES USE A .400 PRO TREE. ALL CLASSES ARE "All Run".

### LOWER ENGINE CONTAINMENT DEVICE

ALL VEHICLES IN ALL CLASSES MUST HAVE A LOWER CONTAINMENT DEVICE. (Approved Diaper or pan.)  
NOTE: It is "recommended" that any vehicle with "OEM rear steering" use a lower oil containment/retention device, i.e. diaper or pan to the SFI 7.1 or 7.2 specifications

**RULES:** EITHER BY RECEIVING THESE RULES OR BY PARTICIPATING IN THE SPORT (or both), THE PARTICIPANT AGREES TO THE TERMS SET FORTH BELOW AND THE PARTICIPANT IS HEREBY PUT ON NOTICE OF SUCH TERMS AND MAKES SUCH AGREEMENT.

### PRO-7.00

Front Engine Dragsters, Altered, F/C or Door Slammers. Safety rules per NHRA ET/MPH requirements. Driver's suit meeting SFI Spec 3.3/20, gloves 3.2A/15, boots 3.3/15, and head sock 3.3. All jacket and pants or driver suit that meet the SFI Spec 3.2A/20 must be recertified on a five-year interval. Head sock is not mandatory when helmet is manufactured with a skirt labeled as meeting SFI Spec. 3.3.

### PRO-7.50

Front Engine Dragsters, Altered, F/C or Door Slammers. Safety rules per NHRA ET/MPH requirements.

### PRO-COMP

Front Engine Dragsters, Altered, FC or Roadsters. Safety rules per NHRA ET/MPH requirements. indexes:  
A/C B/C C/C D/C E/C F/C G/C  
8.00, 8.50, 9.00, 9.50, 10.00, 10.50, 11.00

### PRO-GAS

Door Slammers with 2 working doors and a roof or convertible top. No Center Steer Cars. Safety rules per NHRA ET/MPH requirements. Cars running faster than 9.99 roll cage required. Cars running 10.00 to 11.00 roll bar required. Utilizing the following indexes:  
A/G B/G C/G D/G E/G F/G G/G  
8.00, 8.50, 9.00, 9.50, 10.00, 10.50, 11.00

### MODIFIED PRODUCTION

Class Rules:

- 1 Must be Super Stock and Modified Eliminator cars representative of the 60s and 70s.
- 2 Manual transmissions ONLY and MUST LAUNCH WITH THE CLUTCH by the driver.
- 3 No delay boxes, No pedal magnets, No air or electric shifters.
- 4 Two step rev limiters allowed.
- 5 Safety rules per NHRA ET/MPH requirements.
- 6 Race on an index format with ladder based on qualifying. All bye runs are given to lowest
- 7 qualifier. Bye run is kept until used then next bye run determined by best reaction time.
- 8 Class designation and ET (must be on TECH CARD and WINDOWS prior to first qualifying run.)

AAA/MP-8.75 AA/MP-9.00 A/MP-9.25 B/MP-9.50 C/MP-9.75 D/MP-10.00 E/MP-10.25  
F/MP-10.50 G/MP-10.75 H/MP-11.00 I/MP-11.25 J/MP-11.50 K/MP-11.75 L/MP-12.00

***Below pertains to all classes!***

**In keeping with the nostalgic drag racing era the following are absolute in all classes:**

- NO TRACTION CONTROL\*
- NO DELAY OR CROSS OVER BOXES\*
- NO OPERATIONAL THROTTLE STOP CONTROLLERS\*
- NO BUMP BOXES\*
- NO EFI\*
- NO NOS\*

**GENERAL REGULATIONS:**

ALL VEHICLES IN EACH CLASS OF COMPETITION ARE REQUIRED TO HAVE A LOWER ENGINE CONTAINMENT DEVICE, NO MATTER WHAT ET RANGE!!

All cars in each class of competition must have a forward attachment point for towing the car (with tow rope) if it was to become disabled. NHRA general regulations and safety rules apply. NDRL races are held at NHRA or IHRA sanctioned tracks, so cars and drivers must have the appropriate NHRA or IHRA licensing and certifications in place for the class and ET that will be run.

NDRL race officials will try to inform you of the run times, so you are better prepared to go to the lanes. To provide a better show, please have fire suits on and ready to enter car when you get into the lanes.

Vehicles that require priming and blower starters.... Please talk to your opponent so they are aware of your starting procedure.

WHEN THE PAIR IN FRONT OF YOU FIRES TO BURNOUT, PLEASE HAVE YOUR CAR READY TO FIRE WITH CABLES, STARTER, AND SQUIRT BOTTLE READY. YOUR CAR SHOULD BE READY TO ADVANCE TO THE BURNOUT AREA AS THEY ARE STAGING. ALL CLASSES-TOW VEHICLES SHOULD BE UNHOOKED AND OUT OF THE LANES BEFORE YOU GET TO THE READY LINE IN THE STAGING LANES.

Vehicles with PEDAL CLUTCHES please talk to your opponent so they are aware of your starting line procedure.

PRO 7.0 and PRO 7.5 will use a "pro ladder".

PRO Comp and PRO Gas will be indexed accordingly until odd indexes rule the field. Example: 10.00 vs 10.00, last 10.00 odd numbered will get first 9.50 in line.

Lane Choice for PRO 7.0 and PRO 7.5 will be given to the lower of the two qualified cars after qualifying is completed. For second round and rounds following, it will go to the driver running closest to index from the previous round. PRO Comp and PRO Gas will be determined in the lanes by agreement or coin toss if needed.

**BYE RUNS GET LANE CHOICE** For first round will be given to #1 on the ladder in PRO 7.0 and PRO 7.5 after qualifying if there is an odd number of cars. In the event there is a tie, the tie breaker for PRO 7.0 and PRO 7.5 will fall back to MPH to decide who holds the spot. PRO Gas and PRO Comp bye run will be given to the closest to the index after qualifying. If there is a tie during qualifying, the first car earning the spot will hold it. After first round, PRO Comp and PRO Gas will go back to best R/T of previous round. A driver will hold his/her bye run until it is used. Drivers that have received a bye run during eliminations will not be eligible for another, unless all cars remaining have all had a bye in the previous rounds. PRO Comp and PRO Gas drivers that are pulled for the bye will be held at the rear of the field until the bye is run. If there is an even number of cars, the driver will run the last driver left in the field. Qualifying rounds will be held in all classes. Drivers are not required to make all qualifiers, but it is preferred.

### **BREAK PASSES:**

For PRO 7.0 and PRO 7.5 will be laddered after qualifying. If your opponent cannot make the call in the lanes, you will get a competition single.

For PRO Comp and PRO Gas, if your opponent cannot make the call, you will get a competition single. You will not be given a competition single until after it's determined your opponent cannot cross the tracks ready line.

In situations where a driver is making a single run, he or she is considered the winner once he or she stages and receives the start signal or is declared the winner by the official starter. If a competitor crosses the boundary line on a single run, the elapsed time is voided for lane-choice determination. On all Bye Runs, the car must stage under its own power.

### **TIE BREAKER:**

If there is a tie in any of the points classes, we will then move to the next category to determine a tie breaker. Points, Race wins, Round wins, then Qualifying Average will (in that order) be the determining factors to break the tie.

### **\*ELECTRONICS POLICY:**

#### **\*IGNITIONS:**

Any type automotive ignitions are allowed, with the exception of the use of any programmable multi-point rev limiter and/or a rate of acceleration rpm limiter, either by themselves (e.g., MSD 7561) or integrated into the ignition system (e.g., MSD 7531). Slew Rate controllers (e.g., MSD 7761) are also not allowed.

#### **\*TRACTION CONTROL IS NOT ALLOWED!**

#### **\*DELAY BOXES/THROTTLE STOP CONTROLLERS:**

ALL DELAY/CROSS OVER BOXES AND/OR THROTTLE STOP CONTROLLERS MUST BE REMOVED PRIOR TO QUALIFYING. Failure to comply will result in disqualification from the race event, and all runs prior to that will be thrown out.

#### **\*THROTTLE, LAUNCH AND RPM CONTROL:**

It is illegal to utilize any electronic, pneumatic, hydraulic, or other device to control throttle action during any qualifying or eliminations round.

#### **\*THROTTLE CONTROL MUST ONLY BE A FUNCTION OF DIRECT DRIVER INPUT DURING THE PASS.**

The sole exception is launch RPM devices activated solely by the manual activation of a trans brake release, as stated below in this section. Any device that operates the throttle after the launch is absolutely prohibited. Throttle stop cylinders may be left on the car; HOWEVER, AIR SUPPLY MUST BE REMOVED, and the device disabled. THIS WILL BE POLICED IN THE LANES IF YOU HAVE ONE.

Two step or three step rpm controllers are allowed, but only for the control of burnout, launch and maximum rpm. A Start Line Enhancer (SLE pneumatic cylinder) may be used in lieu of an electronic launch rpm control device; however, it must be directly wired to the trans brake button and not the ignition box.

#### **\*STAGING CONTROL:**

Bump Boxes (Iterative Staging Devices) are not legal in any NDRL class. Any car with one installed and/or use of such device, will be cause for disqualification from that event.

#### **\*ELECTRONIC FUEL INJECTION (EFI):**

EFI is NOT allowed. Mechanical Injection or Carburetors only. Electronic Fuel management/controllers are also not allowed.

#### **\*POWER ADDERS:**

NITROUS OXIDE SYSTEMS (NOS) are NOT allowed. Systems must be disconnected, and bottles must be removed. Approved power adders are Superchargers and Turbos only.

## **AUTOMATIC SHIFTERS:**

RPM activated Automatic Shifters are allowed.

## **RAIN OUT RULES:**

If a rain out occurs or the race is called before eliminations begin, entry fees will be refunded. Crew refunds are up to the track's discretion. If the event is rained out after your class eliminations have begun, then the class purse will be split amongst the drivers that are still in eliminations. The winner trophy in each class will be provided to the winning driver running closest to his/her index during the last fully completed round of competition. A tie will be broken by falling back to the best reaction time of the round. All other available awards will be provided in accordance with closest to index rule as defined above and sponsor contingency requirements. If class eliminations have not begun and the race is called, the winner trophy in each class will be provided the number one qualifier. All other available awards will be provided in accordance to qualifying order and sponsor contingency requirements.

## **GOOD SPORTSMANSHIP AND PARTICIPANT CONDUCT:**

Participants at events are expected at all times to conduct themselves in a professional and non-disruptive manner consistent with good sportsmanship and NDRL's role as a family-oriented sports organization. Any participant who in the sole and absolute judgment of NDRL:

- \*verbally or physically threatens or harasses another person;
- \*uses vulgar or derogatory language towards an event official or racer;
- \*engages in unsportsmanlike conduct;
- \*sexually harasses any person;
- \*otherwise creates a condition or circumstance that is unsafe, unfair, or out of order (including but not limited to the abuse of drugs or alcohol); will find themselves and their crew possibly asked to leave the grounds and face a suitable punishment/suspension to be decided on by NDRL officials.

PRO Comp and PRO Gas competitors: When called to the lanes, drivers are expected to report to the lanes in a timely manner. If it is determined that a driver/team is repeatedly sitting while watching or waiting (cherry picking) for a certain spot in the lanes, then that driver will be directed to a point in the lanes at the Race Director's discretion.

## **PARTICIPANT COVENANTS AND COVENANT NOT TO SUE:**

The NDRL is a voluntary association, which requires a promise and agreement by all participants to abide by all NDRL rules, regulations, and agreements. Each participant expressly agrees to abide by all NDRL rules, regulations, and agreements, including but not limited to those contained in the NDRL Rules, and by NDRL decisions, whether or not related to an event. Without this promise and agreement, the NDRL would not be able to function as a sport sanctioning body, and the NDRL's continuing viability would be at risk.

In consideration for being allowed to participate in NDRL drag racing, each participant understands, acknowledges and agrees that:

- 1) Participation in any and every aspect of NDRL drag racing is a privilege, not a right.
- 2) The participant voluntarily chooses to participate in accordance with all NDRL rules, regulations, agreements, and by NDRL decisions, whether or not related to an event.
- 3) At any event, the participant is bound by and shall abide by the decisions of the event director, the event director's designee(s), and other NDRL or member track officials.
- 4) All decisions made by NDRL, including but not limited to those made during or incident to an event, are final and may not be appealed and such decisions may not be made the basis of a lawsuit.
- 5) The participant agrees to indemnify and to hold harmless the NDRL, including, but not limited to, its directors, officers, volunteers, staff, members and other participants from any and all legal actions, fees, and/or associated costs with regard to any function or event that is associated in any way with the NDRL for any reasons what so ever.
- 6) The NDRL, any racing facility, and all of their directors, officers, employees, agents, or representatives have no liability to the participant, participant's personal representatives, assigns, heirs, and next of kin for any and all loss or damage and any and all claims or demands of any nature whatsoever including without limitation loss or damage to any property of the participant or property of others entrusted to the participant, whether caused by the negligence of any person otherwise.

- 7) The participant will not initiate or maintain, directly or indirectly, any kind of civil court lawsuit related to any NDRL rule, regulation, agreement, or decision, which lawsuit the NDRL determines to be conduct detrimental to the NDRL or the sport of drag racing. Factors considered in determining whether a lawsuit is deemed conduct detrimental to the NDRL or to the sport of drag racing include, but are not limited to: the threat posed to maintaining the ability to conduct events and racing activities; the threat posed to the continued viability of the sport of drag racing; disruption to the orderly conduct of the sport of drag racing; damage to the NDRL's business and reputation; loss of sponsorship opportunities; disruptions in sponsor relationships; damage to goodwill with vendors, sponsors, customers and members; damage to racing competition; adverse effects upon the insurability of the sport of drag racing, and other damage to the NDRL or the sport of drag racing.
- 8) In order to preserve the sport of drag racing, and to preserve the NDRL's ability to function and exist as a sanctioning body for drag racing, NDRL must and does rely on the foregoing covenant not to sue.
- 9) The NDRL would be severely damaged by breach of the covenant not to sue set forth herein.
- 10) There are many circumstances affecting the sport of drag racing, and factors that cannot be foreseen and accurately predicted by NDRL and each participant, actual damages to NDRL resulting from breach of the covenant not to sue would be impracticable and extremely difficult to determine.
- 11) In the event of any breach of this covenant not to sue, the participant: a) May be subject to permanent or temporary suspension or exclusion from NDRL events; and b) Must pay all NDRL's attorneys' fees and costs related to the lawsuit, including but not limited to fees and costs for in-house counsel (payment must be made before participation, if eligible, in any NDRL event).

#### **Assumption of Risk:**

Drag racing is a dangerous sport that can result in serious injury or death. Participation in all aspects of the sport is voluntary. The ultimate responsibility for participant and vehicle safety lies with the participant, vehicle owner, driver and crew members. The participant agrees that by entering and participating in an event, the participant has had the opportunity to inspect the event site and acknowledges that the event site is safe and suitable for racing. The participant agrees that he or she will not participate in the event if he or she does not believe that the event site is safe and suitable for racing. The participant further agrees that by entering and participating in an event, the participant has had the opportunity to ascertain the staff and equipment on hand, including without limitation number and location of personnel and number and type of rescue equipment, and acknowledges that the staff and equipment are adequate and suitable for racing. The participant agrees that he or she will not participate in the event if he or she does not believe that the staff and equipment are safe and suitable for racing. The participant also 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 bodily injury or death or loss or damage to property and waives any claims for bodily injury or death or loss or damage to property against the NDRL, its directors, officers, employees and agents, event officials, event sponsors, racetrack operators and other participants; discharges such persons and entities from responsibility for such losses; and covenants not to sue such persons and entities for bodily injury or death or loss or damage to property.

#### **Release and Waiver of Liability, Assumption of Risk, and Indemnity Agreement.**

All participants shall be required as a condition of participation to sign all required entry forms, including but not limited to such releases as shall be required by the NDRL and/or its insurers, consisting of the following or similar wording. Whether or not the participant signs such releases, the participant agrees to the terms set forth below and participant is hereby put on notice of such terms and makes such agreement either by receiving these Rules or by participating in the sport, or both.

In consideration of being permitted 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, burn out 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 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 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 believes anything to be unsafe or unsatisfactory in anyway, he/she will immediately advise the officials of such and will leave the RESTRICTED AREAS 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 affiliated entities thereof, track operators, track owners, officials, vehicle owners, builders and designers, drivers, crews, rescue personnel, and persons in any RESTRICTED AREA, promoters, sponsors, equipment and parts manufacturers and suppliers, advertisers, owners and lessees of premises used to conduct the EVENT(S), premises and event inspectors, surveyors, underwriters/brokers, 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 for each of them, their directors, officers, All for the purposes herein referred to as "RELEASEES," 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 NEGLIGENCE OF ANY RELEASEE(S) OR OTHERWISE.
3. HEREBY AGREES TO INDEMNIFY AND SAVE AND HOLD HARMLESS the RELEASEES and each of them FROM ANY LOSS, LIABILITY, DAMAGE, FEES OR COSTS they may incur arising out of or related IN ANY MANNER TO MY ATTENDANCE AT OR PARTICIPATION IN THE EVENT(S), AND WHETHER CAUSED BY THE NEGLIGENCE OF ANY RELEASEE(S) 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 ANY RELEASEE(S) OR OTHERWISE.
5. HEREBY acknowledges that THE ACTIVITIES OF THE EVENT(S) ARE 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 RELEASEES, 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.

**I HAVE READ THIS RELEASE AND WAIVER OF LIABILITY, ASSUMPTION OF RISK AND INDEMNITY AGREEMENT, FULLY UNDERSTAND ITS TERMS, UNDERSTAND THAT I HAVE GIVEN UP SUBSTANTIAL RIGHTS BY SIGNING IT, AND HAVE SIGNED IT FREELY AND VOLUNTARILY WITHOUT ANY INDUCEMENT, ASSURANCE, OR GUARANTEE BEING MADE TO ME AND INTEND MY SIGNATURE TO BE A COMPLETE AND UNCONDITIONAL RELEASE OF ALL LIABILITY TO THE GREATEST EXTENT ALLOWED BY LAW. I FURTHER ACKNOWLEDGE THAT FAILURE TO WITNESS THIS FORM SHALL NOT AFFECT ITS VALIDITY.**

**ANYTHING NOT COVERED IN THESE RULES WILL BE LEFT UP TO THE DISCRETION OF THE NDRL RACE DIRECTOR.**

NOTE: Membership is not required to compete in an NDRL race, however only NDRL Members are eligible for certain contingency awards and points toward the NDRL Points Championship.