

# NDRL - NOSTALGIA DRAG RACING LEAGUE

## 2024 RULEBOOK

Rev. March 22 - 2024

**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.**

### **MEMBERSHIP:**

Membership is not required to race with the NDRL. You can join the NDRL at any event. Membership forms will be available at all events when you enter the facility.

There are 2 types of membership.

- A. Membership as an Associate Member \$50 (no points earned towards the Championship) or
- B. NDRL Full Member \$125 (points earned towards the Championship).

Either membership includes a Championship shirt, NDRL decals a copy of NDRL Race Rules and Procedures and entry to the Championship Banquet held at the end of the season.

NDRL CLASSES ARE INTENDED FOR VEHICLES REPRESENTATIVE OF THE NOSTALGIA DRAG RACING ERA. The newest production body vehicle allowed is 1979. Rear engine dragsters are NOT allowed.

THE NDRL RESERVES THE RIGHT TO DENY ADMITTANCE TO ANY RACES IF THEIR VEHICLE DOES NOT FIT THE CLASSES OFFERED BY NDRL. IT IS RECOMMENDED TO CONTACT THE NDRL DIRECTLY IF CLERIFICATION IS NEEDED.

### **NOTE:**

A DRIVER MAY ONLY ENTER AND COMPETE OR TEST IN 1 CLASS WITH 1 VEHICLE AT ANY NDRL EVENT OR ANY EVENT USING NDRL CLASS STRUCTURE WHETHER SANCTIONED BY OR ATTENDED IN CONJUNCTION WITH ANY OTHER SANCTIONING BODY.

### **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

### **HEAD AND NECK RESTRAINT:**

A head and neck restraint device/system meeting SFI 38.1 is mandatory for any vehicle running 150 mph or faster or running 7.49 E.T. or quicker. An SFI 38.1 head and neck restraint device can be used with, or without, a neck collar; when a neck collar is not used, an SFI 3.3 head sock or SFI Spec 3.3 skirted helmet is required.

### **TREE:**

ALL CLASSES USE A .400 PRO TREE. ALL CLASSES ARE "All Run" off a PRO qualifying ladder sheet.

**In keeping with the nostalgic drag racing 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\*

### **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: Class designation and ET must be on TECH CARD and vehicle prior to first qualifying run. You are allowed 1 class change prior to eliminations.

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:

Class designation and ET must be on TECH CARD and vehicle prior to first qualifying run. You are allowed 1 class change prior to eliminations.

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 qualifier. The ladder will determine subsequent bye runs.
- 7 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

## **GENERAL REGULATIONS:**

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, IHRA or WDRA 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.

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

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

## **BYE RUNS GET LANE CHOICE:**

For first round will be given to #1 on the ladder in ALL CLASSES. In the event there is a tie, the tie breaker will fall back to MPH to decide who holds the spot. Qualifying rounds will be held in all classes. Drivers are not required to make all qualifiers, but it is preferred.

## **BREAK PASSES:**

ALL CLASSES will be ladder after qualifying. If your opponent cannot make the call in the lanes, you will get a competition single.

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, Qualifying Average, then Best Average Reaction Time For All Rounds Won 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.

### **\*ABSOLUTELY NO ELECTRONIC TRACTION CONTROL DEVICE IS 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 and points prior to that will be thrown out.

#### **\*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 and subject to disqualification.

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 and loss of points.

#### **\*DEEP STAGING:**

Is allowed provided the vehicle has DEEP on the windshield and both sides of the vehicle. Also drivers must communicate this to their opponent and follows courtesy staging procedures.

#### **\*COURTESY STAGING:**

Is required! If a racer "double bulbs" his opponent, he must back out of the "Stage Beam" to allow his opponent to Pre-Stage. The Track Starter controls the tree and has final call on the staging process.

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

EFI is NOT allowed. Must be Mechanical Injection or Carburetion. 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 running mechanical injection and carburetion.

**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.

### **STAGGING LANES:**

When your class is called all racers and crew are expected to report to the lanes in a timely manner.  
DO NOT COME TO THE STAGING LANES BEFORE YOUR CLASS IS CALLED.

### **CODE OF CONDUCT:**

It is the goal of the (NDRL) Nostalgia Drag Racing League to be the premiere organization for nostalgia drag racing, providing professional events in a safe and family fun environment. NDRL members are expected to conduct themselves professional and non-disruptively at all events and within public and social media. Members while at any event or engaging in public or social media, are representatives of the league and are always to model good sportsmanship and professionalism. NDRL will not tolerate any conduct that is detrimental to our goal as stated above. This includes but not limited to; 1) excessive consumption of alcohol or any other substance; 2) verbal or physical threats; 3) unsportsmanlike conduct that creates an unsafe, unfair, or unruly situation. Any NDRL Member or Non-Member participating in any NDRL event that violates the code of conduct may be penalized in the sole discretion of the NDRL board. This includes actions such as a warning letter and up to and including forfeiture of membership, points accumulated and be prevented from racing at or attending future NDRL events. Each participant expressly agrees to abide by all NDRL rules, regulations and agreements, including but not limited to those contained in the NDRL competition rules.

### **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. Any disputes will be reviewed by the NDRL Board of Directors and their decision will be final.**