



**2022**

**JUNIOR DRAGSTER RULES SUMMARY**

- 5-7 years old 13.90
- 8-9 years old 11.90
- 10-12 years old 8.90
- 13-18 years old 7.90

**\*\*Any competitor running quicker than 7.50 ET or faster than 85 mph at any time will be disqualified\*\***

No ATV or chase vehicles can be driven by a child under the age of 18  
When starting a Junior in the pits, the vehicle needs to be on jack stands  
Juniors are to be started only at the head of staging just before the run  
Only one pull back allowed

There will be no side exits for Juniors on the track, exit at the end of the track and picked up by the chase vehicle.  
If you do not have a pick up vehicle, dragster can be driven back to tower and then pushed back to pit area. (No Junior Dragster to be driven in pit area)

On the tail end of the junior dragster mandatory solid red tail light mounted.

Mandatory for all drivers:

Helmets

Arm Restraints

Neck Collar SFI 38.1

Protective Clothing: Jackets meeting SFI spec 3.2A-1, 3.3 gloves, full-length pants, shoes and socks needed. The use of nylon or flannel pants are prohibited

All rules subject to change at the discretion of the owner, his designee, or tech coordinator.



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## **JUNIOR DRAGSTER**

The Junior Dragster Program is designed to allow youth, as young as 5 years of age and up to 18 the opportunity to race against their peers in near replicas of the models that the pros drive. Juniors may compete through the calendar year of their 18<sup>th</sup> birthday. (Jan 1 to Dec 31)

If a competitor turns 10 during the season, they may finish the year out in the beginner class. NOD Junior Dragsters are restricted to competition in half-scale cars over a distance of 1/8 mile. The competition structure is designed to be conducted on an ET dial-your-own format, or a preset index on a heads-up breakout basis. Functional tail light is mandatory on all entries. A photocopy of every competitor's birth certificate must accompany all new license applications. Competitors must make 6 passes to obtain or upgrade NOD license. (2 launches, 2 half track and 2 full passes with ET Range for respective license).

It is the responsibility of the team/parent to not dial-in or run under the ET breaks for the age group listed above at all NOD events.

### **CLASS DESIGNATIONS**

**BEGINNER:** 5-7 year olds 13.90  
**ADVANCED:** 8-9 year olds 11.90  
10-12 year olds 8.90  
13-18 year olds 7.90

### **Requirement & Specifications**

#### **BODY**

Body and cowl must be structured of aluminum or fiberglass and extended forward to firewall. Driver compartment, frame structure, roll cage, and body must be designed to prevent driver's body or limbs from making contact with wheels, tires, exhaust system or track surface. Front overhang cannot exceed 15', measured from centerline of front spindle to most forward point of car. Body panels must be removable-fastened to tabs welded to frame. Drilling of frame for mounting body prohibited. Funny Cars are acceptable providing design has been approved by the NOD technical department prior to competition. Additional safety requirements may be imposed based on design characteristics. Contact the NOD technical department for specific details. Maximum front overhang 25", minimum height (roof) 35", maximum height (roof) 40", minimum roof hatch opening 15"x10".

#### **BURNOUTS**

Vehicles cannot be held in place or touched by a parent or crewmember during burnout. Vehicles are not permitted to burnout past the starting line.

#### **DIAL-INS**

The driver and crew are responsible for the accuracy of their dial-in. Dial-ins must be within class and performance limits. Any dial-in below allowable limits will have to be changed to an allowable dial-in before staging.

Dial-ins, and competition numbers must be at least 4" tall and clearly posted on both sides, and visible from the control tower.

#### **DRIVER**

The driver must remain in the confines of the roll cage at all times and safety equipment may not be removed until the vehicle has come to a complete stop off the racing surface.

#### **ARM RESTRAINTS**



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Mandatory. Must be worn and adjusted in such a manner that the driver's hands and/or arms cannot be extended outside of roll cage and/or frame rails. Arm restraints shall be combined with the driver restraint system such that the arm restraints are released with the driver restraints. Refer to manufacturer for instructions.

### **CREDENTIALS**

Valid NOD Competition Certificate or Valid NHRA License.

### **HELMET**

Helmet meeting SN, SA, M, or SNELL 95 or newer or CMR, SFI 31.1, 31.2, or 24.1 mandatory. Either a full-face helmet, shield or goggles mandatory. SFI Spec 31.1=SNELL SA open-face helmet Spec 31.2=SNELL SA full-face helmet SFI Spec 41.1=SNELL M, open helmet SFI Spec 41.2 = SNELL M full-face helmet.

### **NECK COLLAR**

Mandatory SFI 38.1

### **PROTECTIVE CLOTHING**

All drivers are required to wear a jacket meeting SFI Spec 3.2A-1 and 3.3 gloves as well as full-length pants, shoes and socks. The use of nylon or flannel pants is prohibited. Competitors running 8.89 or quicker must utilize minimum or 3.2 A-1 pants and a full-face helmet in addition to the above requirements. See class requirements for additional details.

### **RESTRAINT SYSTEM**

SFI 16.1 certified five-point minimum, 1 3/4" wide minimum driver restraint system mandatory. All seat and shoulder installations must be mutually compatible, originally designed to be used with each other. Only those units that release all five attachment points in one motion permitted. When arm restraints are worn with restraint system that utilizes a "latch lever", a protective cover must be installed to prevent arm restraint from accidentally releasing the latch lever. All harness sections must be mounted to the frame cross member, or reinforced mounting, and installed to limit driver's body travel both upward and forward. Wrapping of belts around frame rail prohibited. Under no circumstances are bolts to be inserted through belt webbing for mounting.

## **DRIVETRAIN**

### **CHAIN/BELT GUARD**

All cars must be equipped with a guard to cover the width and at least the top run to the center line of the sprocket of any chains or belts. Guards must be minimum .060" steel, or .125" aluminum, and must be securely mounted: no tie wraps. Moving engine/drivetrain parts must be protected by frame rails or steel or aluminum guards to avoid unintentional contact.

### **CLUTCH**

All cars must be equipped with a dry centrifugal-type engine clutch. Chain or belt drive only. Axle clutches prohibited.

### **FLYWHEEL**

Aftermarket billet flywheel mandatory unless OEM type carburetor is used. Cast aluminum flywheel prohibited. Modification to stock units other than keyway modifications is prohibited.

### **TRANSMISSION**

Gear-type prohibited. Torque converter belt assembly units allowed.

### **BRAKES & SUSPENSION**

Two rear-wheel hydraulic brake lines must be steel or steel braided. High pressure brake hose must be used with steel line for vibration connections. Front brakes permitted, but only in conjunction with rear brakes. Vehicle may have brakes on one wheel only if 7-inch minimum go kart puck type disc brake is used. Use of drive sprocket as a brake rotor prohibited. Drilling of brake components prohibited. Steel disc brake rotors are must be a minimum of 7-inch diameter with a .228-inch minimum thickness, dual steel brake rotors, 6-inch diameter with 3/16-inch minimum thickness. Line-loc prohibited. Hand brake permitted, but must be directly coupled to foot brake cannot



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be independent of, or in lieu of, foot brake. Application and release of brakes must be a direct function of the driver; electronics, pneumatics, or any other device may in no way affect or assist brake operation.

### **ELECTRICAL**

#### **IGNITION SHUT OFF**

A positive ignition shut off switch, within easy reach of the driver, mandatory. A second shutoff switch on the center top portion of the deflector plate within easy reach of the crew or race official mandatory. All entries must have a mechanical shutoff switch to ground the spark plug located within easy reach of the driver. FC additional switch must be on the upper rear driver's side if the vehicle labeled as to function.

#### **TAILLIGHT**

Functional taillight mandatory. It must be visible from the rear of the car.

### **ENGINE**

#### **CARBURETOR**

Any means to pass fuel or air to the engine other than normally aspirated carburetor is prohibited. Auxiliary vacuum fuel pump allowed. Pressurized and/or fuel injection systems prohibited. Electric fuel pumps prohibited.

#### **CYLINDER HEAD**

Aftermarket units permitted. No overhead valve head permitted.

#### **FUEL**

Gasoline or alcohol only. Nitrous Oxide and/or nitromethane and/or propylene oxide prohibited in all classes. Fuel tank must be behind driver's compartment, below the shoulder hoop of roll cage and securely mounted within frame rails. Maximum capacity of one gallon, must have screw-on or positive locking cap. All vents must be routed downward, away from driver and extended beyond the bottom of the fuel cell. No vented fuel caps permitted, except on Briggs & Stratton or Tecumseh stock tanks.

#### **IGNITION SYSTEM**

Magneto or battery ignition systems permitted. Maximum one spark plug. MSD ignition #41510, 41500, and 42231 are the only accepted units. If the system has a low side rpm limited it must be set to 0. Accepted coils: MSD 4291, 8232, and Master Blaster 2 and 3. Any alterations or additions to the systems are prohibited.

#### **OIL SYSTEM**

Oil Additives for the intent of producing power prohibited.

#### **STARTER**

Pull Rope or remote electric starter mandatory. Any driver activated/operated starting system prohibited.

#### **SUPERCHARGER-TURBO CHARGER-NITROUS OXIDE**

Prohibited

#### **THROTTLE**

All Vehicles must be equipped with a positive throttle return spring with shall close throttle when released. Throttle controls must be operated manually by driver's foot: electronics, pneumatics, hydraulics, or any other device many in no way affect operation of the throttle. Throttle stops, other than mechanical (i.e. a positive stop under throttle pedal) prohibited. Must be mounted securely (wire ties prohibited).

### **FRAME**

#### **BALLAST**

Must be secured to frame with a minimum of one 3/8 bolt per 5 pounds. Hose clamps/tie wraps/etc may not be used to attach ballast to the entry. No ballast may be installed on the vehicle higher than the top of the rear tires.

#### **CATCH CANS**

Catch cans and lines must be securely fastened.

#### **DEFLECTOR PLATE**



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A deflector plate of a minimum 1/16" aluminum must be installed between roll cage and engine extending from the lower frame rail to the top and width of driver's helmet. Carbon fiber prohibited.

### **GROUND CLEARANCE**

Minimum three inches front of car to twelve inches behind centerline of front axle. Two inches for the remainder of car.

### **ROLL CAGE**

Mandatory five-point roll cage. Upper frame rails-minimum 1 1/8" diameter by .083". Diagonals-minimum 3/4" by .083". Uprights in driver's compartment must be spaced 20" or less. Must conform to standard dragster configuration as outlined elsewhere in this guide. Mild steel chassis prohibited in the master classification. Note: cm may be used in place of .083 ms.

### **SHEET METAL**

Driver compartment interior must be aluminum, steel or fiberglass. Magnesium prohibited.

### **STEERING**

All components must have positive through-bolt or welded connection. All rod ends must be of aircraft quality or better, and they must have a bolt through with lock nut or drilled and cotter keyed. Steering must also have washers on bolts to keep rod ends from pulling through. Minimum spindle diameter is 1/2".

### **WHEELBASE**

Dragsters minimum 90". Maximum 150" on long side. Maximum 2" wheel base variations from left to right. Funny Cars 70" to 95", Roadsters 65" to 95", (2" variation maximum).

## **INTERIOR**

### **ROLL CAGE**

Roll bar padding SFI 45.1 and or SFI 45.2 impact padding mandatory.

### **SEAT**

Properly braced and supported seat constructed of aluminum or fiberglass mandatory.

### **UPHOLSTRY**

Optional

## **RESTARTS**

After initial start-up, one chance will be given to restart the car within a reasonable time at the starter's discretion. The crew person should keep the starter close by in case it's needed. Push starting any vehicle is prohibited.

## **STAGING**

Once an entry reached the front of the staging lanes for a run, it must be prepared to fire and race. On order to be a legitimate race winner, the competitor must start and self-stage the vehicle under applied power. This rule also applies to single runs. All competitors will be given reasonable time to re-fire their entry, provided it is not pre-staged. The amount of reasonable time is determined by the starter. Crew members are prohibited from touching the vehicle after it is pre-staged. If a crew member touches the vehicle once it is pre-staged the entry may be disqualified.

### **STAGING**

"Auto Start" will be used in all classes at all New Oxford Dragway events. Once both cars are pre-staged and the first car fully stages, the second car has a pre-determined amount of time (15 seconds) to stage before the tree is automatically activated. This pre-determined amount of time is referred to as "Time Out". If the second car fails to stage before the system "Times Out", it will be given a red light. If either car rolls deep after "Auto Start" has been activated, the competitor accepts the deep staging and will not be pulled back.

### **DEEP STAGING**



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Is allowed but not guaranteed. The auto start system will be activated when both cars are pre-staged, so if you are staging deep you should do it in a timely fashion. Crew member may assist the entry in the pre-staging of the vehicle. Once the entry is pre-staged, crew members must be behind the vehicle and out of both competitors view. Pull backs in the case of over staging are permitted one time if time permits. If the auto start system cycles during the pull back, the run will not stand.

THE FINAL STAGING MOTION, USING APPLIED POWER, MUST BE IN A FORWARD MOTION GOING FROM PRE-STAGE TO STAGE.

## SUPPORT GROUP

### COMPUTERS

Prohibited. See general Regulations for specific information.

### DELAY BOXES

Prohibited

### DATA RECORDERS

Permitted. May be utilized to record engine RPM, cylinder head and exhaust temperature. No sensor of any type may be used on the front wheels or spindle. All data recorders and related components including switches, push buttons and wires must be located outside of the drivers compartment and isolated from the drivers view. Data recorders may only be activated by a crew member and must be done before the entry pre-stages. The units may not display any information to the driver or remote location. A tachometer that incorporates download capabilities is classified as a data recorder.

### GAUGES

Engine and Cylinder head temperature gauges are permitted. A tachometer meeting specific guidelines is also permitted.

### STAGING DEVICES

Mechanical, hydraulic, electric or pneumatic staging systems prohibited.

## TOWING

No children under the age of 18 will be able to use any ATV, a chase or tow vehicle, or bicycle without supervision of an adult. Tow vehicles are limited to golf carts, ATVs, and gasoline engine scooters for the motorcycle class. All tow vehicles must have the number of their race vehicles clearly displayed in the vehicle. All tow vehicles must be driven by a valid state licensed or New Oxford Dragway Certified driver. All tow vehicles must have a working headlight and taillight. Only one tow vehicle is permitted per race vehicle. ATV type and golf carts are only permitted to access designated pit areas, return roads, and access roads. No riders on ATV type which were designed for single person use. Any vehicle operated by an unlicensed/uncertified or underage driver is subject to confiscation by New Oxford Dragway for the remainder of the event. Tow vehicles operated in an unsafe manner are subject to confiscation by New Oxford Dragway for the remainder of the event. This provision includes, but is not limited to, joy riding, too many passengers, speeding, or wheelies. Continued violations of this policy may result in more stringent measures being initiated by the management of New Oxford Dragway.

## WARM UPS

Time a car is started in the pits, the vehicle must be on jack stands. Any time a car is started in the staging lanes, a qualified driver must be seated in the vehicle.

## ELECTRIC POWERED JUNIOR DRAGSTER

Requirements are specifications for electric powered Jr Dragster vehicles are the same as those for the New Oxford Dragway Jr Drag Racing with the following exceptions.

### MOTOR



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All vehicles are restricted to a maximum of one (1) rear mounted electric motor. Most must be mounted in conventional position. Exposed motors must have shield of 024-inch steel, .032-inch aluminum or .120-inch lexan.

### WEIGHT

Minimum weight less driver 225 pounds; weight greater than 400 pounds less driver with all batteries requires SFI specification 2.7 chassis.

### BATTERIES

Wet (free liquid) batteries prohibited. All batteries must be securely mounted outside of and completely sealed from driver's compartment. Batteries may not be located above top of driver's component. Batteries must be installed so as to withstand a force of four times (vertical) and eight times (horizontal) the weight of the battery pack, and each battery or battery pack must be secured with bolts and straps commensurate with the size and weight of the battery (see chart). Vehicles are permitted to be ABSORBED Glass MAT-style batteries for power source. Traction motor and/or high current wiring may not be located in driver's compartment. Instrumentation wiring permitted. All traction wiring must be isolated from vehicle chassis.

#### Battery in rack/box or with cleats

Bolt size	Battery weight
#8	15
#10	19
¼	36
5/16	57
3/8	83
7/16	114
½	152
9/16	195
5/8	243

#### Battery on flat plate with strap only

Bolt size	Battery weight
#8	6
#10	7.5
¼	14
5/16	23
3/8	34
7/16	46
½	61
9/16	78
5/8	96

### FUSING OF BATTERIES

All battery packs must have over-current protection. Circuit breaker(s) or fuse(s) permitted. Such protection devices must have a DC voltage rating equal to or greater than normal pack voltage. Current rating must be lower than master disconnect, wiring and battery pack can carry without damage. Battery sub-packs must be individually fused.

### IGNITION

All vehicles must be equipped with a switch, attached to the driver with a lanyard, capable of shutting off all power to the motor. Switch may actuate relay or contractor. Solid state switch prohibited. A flashing yellow light must be affixed to top of roll cage indicating when electrical system is energized.

### MASTER CUTOFF

All vehicles must incorporate a master electrical disconnect switch that must disable all electrical functions. Switch must be located on the deflector plate no more than three (3) inches from the top of the roll cage. Must be clearly labeled as to "off" position. Must disconnect all power from motor. Switch may actuate relay or contractor.

### RECHARGING

Batteries may be recharged in pits or other designated areas only. Polarized plug connection to battery pack from charger mandatory.

### VOLTAGE

Maximum permitted operational voltage 14 volts nominal. Voltage checked at battery pack. No load using digital voltmeter, maximum fully charged battery-pack voltage 156 volts.



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