

THE 2019 AUCKLAND HARLEY DAVIDSON NZ IHRA NATIONALS NEWSLETTER

9 & 10 MARCH 2019

And just like that, the end of summer is fast approaching and along with it, the grand finale of the NZ IHRA National track series. As well as deciding the 2019 NZ IHRA National winners, the 2019 NZ Nationals is the penultimate round in the **Kiwi Thunder Group 1 Series**.

The 2019 NZ Nationals will run over two days with Qualifying for all Classes on Saturday 9 March and Eliminations racing on Sunday 10 March. **And to add to the excitement, Saturday qualifying will be kicking off at 2pm, and will run into the evening under lights.** We will schedule three rounds of qualifying with a fourth round to be added should time permit.

The **Kiwi Thunder Group 1** qualifying on Saturday will be at 3pm, 530pm and 8pm.

Sunday Eliminations Racing will kick off at 10am. Again, scheduled run times will be set for **Kiwi Thunder Group 1 at 1130am, 130pm and 330pm.** There will be no Race Entry or Qualifying on Sunday 10 March, we are straight into racing.

Entry

Gate entry: 8am Gates open Saturday - \$20 entry
8am Gates open Sunday - \$30 entry

WEEKEND PASS \$40pp

Race entry: - Group 1 & 2 = \$120.00 IHRA NZ Members \$140 Non IHRA NZ Members
- Group 3 and 4 = \$100.00 IHRA NZ Members \$120 Non IHRA NZ Members
- Super Street, Mod Bike & Screamin' Eagles = \$60.00 IHRA NZ Members \$80 Non IHRA NZ Members,
- Junior Dragster & Teen Racers = FREE IHRA NZ Members \$20 Non IHRA NZ Members

Racing Formats

- There is no Racer Return apart from the Kiwi Thunder Group One Series.
 - Racing is conducted for all classes in Elimination knock-out as per the KTGO series.
 - The fields are qualified and laddered prior to race day on Sunday. Once class ladders are set and posted/published, no further amendments can be made whether by "Advised out" or otherwise. (PLEASE NOTE: Once you advise out of racing, you cannot advise back in. Only the Driver can Advise Out, we will not take notice from any other crew member, spouse or friend).
 - Each Class has its own qualifying criteria. Ladders will be set under Pro ladder system.
 - Grudge/Exhibition racing will be available subject to time constraints.
 - Field sizes are: Group 1=8, Comp Bike=8, SCO = Unlimited, Competition=8, Top Street=16, Sport Compact=Unlimited, G3=Unlimited.
 - **TREE:** Group 1, Competition & SCO = 0.4 PRO Tree. All other classes run on a 0.4 FULL Tree.
- NB: There will be NO Exhibition class. You will be entered into the Race Category that your vehicle is classified for. OBS passes will be permitted on Saturday only.**

PROGRAM OF EVENTS

Friday

5pm Gates open (for out of town racers and crew wishing to camp)
There will be no qualifying or access to track on this day

10pm Gates will be locked – **NO exceptions**



Saturday

9.00am	Gates open
11:00am	Entry and Scrutineering opens at the base of the Main Tower
1.30pm	Entry Booth Closes
1.30pm	Compulsory Drivers Briefing on the Start line
2.00pm	Track opens for qualifying
10.00pm	Gates will be locked – NO exceptions

Sunday

8.00am	Gates open
10.00am	Track opens for Eliminations Racing
5.00pm	Track closes (approx.)
5.30pm	Prizegiving (approx.)

Race Day Schedule: Race day schedule will be available at entry – please note times are approximations only and the schedule is subject to change. Please listen closely to the Pit Tower PA for updates.

Race Day Factors/Weigh Bridge: CIC will be enforced for all index classes in **ELIMINATIONS ONLY** eg: Competition, Top Street, Sport Compact and Competition Bike. How it works is: if a racer has an index of 10.00 and runs a 9.5 in eliminations the next round their index will drop to half of the amount they went under their original index, so their new index will be 9.75 and if they go quicker the next round their index will be lowered again. **All index class cars must have been weighed before this meeting and the weights noted in the vehicles log book, any car that runs quicker than the index must come over the scales, any racer that by-passes the scales will be disqualified. It is the driver's responsibility to report to the weigh bridge.** Starting indexes will be available at entry and is posted on our website for your reference.

Tech Inspections: Before arriving at Meremere Dragway please ensure your vehicle is tech inspected and your Drag Racing License is up to date. IHRA Tech Inspections and licenses can be done at the track on Saturday morning **only if pre-arranged with a tech inspector.** See the **IHRA NZ** or Meremere Dragway website for a list of IHRA Tech Inspectors.

Scrutineering: There will be no scrutineering for Tech Inspected vehicles (competition cars and bikes). The IHRA Area Steward and/or his assistant will however be carrying out random audits throughout the meeting. All vehicles with a WOF/Rego (>11.00 secs) will continue to be scrutineered at each event. Your competition number and bracket category is to go on the windscreen of each race vehicle and tow vehicle, and on the front right hand window so that the Main Tower by the startline can see it clearly.

Important Note: No express or implied warranty of safety shall result from scrutineering, Tech Inspection or audit checks. These checks are intended to assist the competitor with his/her safety and are in no way a guarantee against injury or death to a spectator or participants.

Licensing: All competitors must hold applicable current licenses prior to race day (Sunday). A civil driver's license will be accepted for Super Street (slower than 11.00) and Mod Bike (slower than 11.00) on the day at competition meetings.

License Passes: To eliminate delays in the racing schedule all license OBS passes will occur during qualifying only.

Racer Detail Sheet: Please ensure you complete your personal and vehicle details at time of entry; your best time and speed, all your drag racing highlights and all your sponsors and crew details when you fill in forms.



ONTRACK

Tow Vehicles: If you use a tow vehicle please ensure it uses the return road when following race cars down the track. **There is to be no parking on the return road by the Main Tower as this blocks spectator viewing. Please have your tow vehicle move down to the finish line end of the burnout pad.** In line with safety regulations, there should be no children or standing passengers on the back of the vehicles or hanging out of windows / doors. When going to tow cars from the braking area do not use the track but continue down the return road.

Random Alcohol Breath Testing: Random breath testing will be enforced at the track, any driver or crew that has a breath test over **100** will be disqualified from racing at this event

Fire Up: ALL VEHICLES MUST FIRE UNDER STARTERS ORDERS – not around the corner from the start line, not in the staging lanes but on the start line at the request of the Starter. There is no fire crew in the staging lanes or at head of stage to attend to you and your vehicle in the case of an incident. **Do not fire your vehicle of your own volition and then complain of overheating. Until instructed by the Starter, you will be required to wait on the start line for however long it takes the Starter to ensure the track is safe for your run.** Crew Chiefs are responsible for ensuring that the Starter's orders are heard and followed by all crew members at Head of Stage and on the Start line. In addition, the Starter will count his two minutes from the first burnout after giving the Starters Orders, not from when a racer fires if he/she fires of his/her own volition. *(Applies only to vehicles that require an external starter - does not apply to vehicles that self-start).*

'Chute Pins: 'Chute pins must be removed before arrival at Head of Stage - NO exceptions. Failure to do so may result in disqualification. **During qualifying, your crew chief will be warned once by the Starter – the second offence during qualifying. In Eliminations, you will be immediately disqualified from racing without further warning.**

Courtesy Staging: Courtesy staging continues to be mandatory for all categories. As a reminder, both contestants must activate their pre-stage lights before either may advance into the full stage beams (both cars must Pre-stage before either car can move into Full Stage). The final staging motion, using applied power, must be in a forward motion, going from pre-stage to stage position. **If a Racer fails to courtesy stage a second time during the course of the event either in qualifying or eliminations, that Racer will be disqualified from racing.** (The Starter at his discretion may allow a racer to stay in full stage if the opponent comes into pre-stage a split second later otherwise, you will be required to come out of full stage and recommence the staging process).

In the case of Junior Dragster, the Starter will allow one pull back during eliminations if the other Racer is not already in Pre-Stage.

A vehicle that accidentally lights both bulbs may be allowed to back up (pull back with Juniors) and restage correctly if the other Racer is not already in Pre-Stage. If the tree is activated during this process and the Racer has not re-staged he will be eliminated. The amount of time allowed for the second car to stage is predetermined by the Autostart. Meremere Dragway requests all competitors to comply with the track Rules relating to Courtesy Staging.

Staging: All vehicles will be called to the staging lanes by the Pit Announcer. Once a vehicle reaches the front of the staging lanes for a run, it must be prepared to fire and race as directed by the Starter. Any vehicle not prepared to fire or unable to fire when directed by the Starter may be excluded from the race at the Starter's discretion. Failure to stage when instructed by the Starter will result in disqualification. Staging must always be in a forward motion – reverse staging is strictly prohibited.



Over Staging / Roll Through: A roll through occurs when both racers are in Pre-Stage or Full Stage and one rolls out (either forward or back) of stage before the Starter has activated OR as the Starter activates the tree. If your opponent is not in in Pre-stage or Full-stage, you will be permitted to begin the Staging process again. But if a Racer is in Pre-Stage or Full Stage when a roll through occurs, the system will give the offending racer an automatic red light or the Starter will indicate that the Racer is disqualified. No race data will be available to a racer who rolls the beams. You are not permitted to “reverse stage”, staging must be in the accepted forward motion.

Burnouts: No Junior Dragster, Super Street or Super Sedan vehicle may cross the start line during the burnout. If the infringement occurs twice during qualifying, you will be disqualified from further racing for the duration of the event. If the infringement occurs during Eliminations, there are no second chances, you will be automatically disqualified from racing for the duration of the event.

Do not stand in the Beams. This is grounds for disqualification. If your crew member stands in the beams while your competitor is in pre-stage, he/she may stage and bring the revs up assuming that your vehicle is in stage. During Qualifying, the Starter will send the competitor **down the track for his/her qualifying. The Starter will then** issue your crew with **a final warning** and reset the tree for your qualifying pass. If such a case occurs during eliminations, the Starter will activate the tree for the competitor **and send him down the track for his pass and the win** and you and your team will be disqualified – **no warnings, no second chances in Eliminations.** Do NOT stand in the beams.

If your vehicle loses fire after the burnout, you may restart ONLY if you can self-start. No external starter is permitted. If you are unable to self-start during eliminations, you forfeit the race & will be eliminated.

Dial In (for Dial-Your-Own classes): It is the racer's responsibility to ensure that the dial-in displayed on the score boards is correct before proceeding to stage. Please check the score boards for your dial in. If you disagree with the dial-in displayed, please wave down one of the officials on the start line to advise of your correct dial-in. Once you stage, you have indicated to the officials that you accept the dial-in on the scoreboard and there will be no recourse if it is later discovered that the dial-in is incorrect.

Breakages/Oil Downs/Lower Engine Containment Devices: In the event of your vehicle breaking or dropping oil please ensure that you pull to the SIDE (to the closest concrete barrier) of the track as soon as it is practical and STOP. This will drastically speed up the cleanup operation. **All Blown/Turbo/Nitrous cars quicker than 10.00 and naturally aspirated cars quicker than 9.00 must have a lower engine containment device fitted.**

Antifreeze: All competition vehicle/bikes are prohibited from having antifreeze in their vehicle/bike. Violations will result in disqualification and/or fine at the discretion of the IHRA steward/MDI Race Director.

Braking Area / Turn Off: Please be reminded that when approaching the Turn Off section of the braking area, that the left AeroFlow Lane must **always give way to the right** 1st Auto Parts Lane. This is to avoid an accident if there is an issue with the vehicle in the right lane and there is a throttle jam or non-deployment of 'chutes issue or some such race incident. Do NOT stop in the braking area, continue around the corner (left lane giving way to right lane) to keep the track clear for the next race.

For Junior Dragsters, the crash crew at the end of the track will direct you off the track so Juniors, please obey the instructions of the Crash Crew at the finish line turn off.



Braking Area / Chutes: The track finish line is marked with red paint along the concrete barriers, yellow lines on the track and the two big scoreboards to the side of the track. You must pull your 'chutes at this mark to avoid ending up on the gravel or through the gate. Any racer that ends up on the gravel or through the gate due to a delay in deploying 'chutes twice during the meeting will face instant disqualification. Similarly, you must make every effort to clear the braking area as quickly as possible. Any racer that stops in the braking area without just cause (vehicle failure) twice during the meeting will face instant disqualification.

Passengers: To ensure Meremere Dragway adheres to safety regulations, there should be no passengers in race vehicles without prior arrangement in writing to the Board of Management. Vehicles given prior dispensation and capable of exceeding 150mph through the finish line must shut down at half track. We are passionate about upholding our safety record so please don't abuse the privilege.

Time Slips: Please have one crew member uplift time slips – NO competition vehicles are to park or stop on the return road. Only Super Street competitors may collect time slips on the return road. Please observe the 10km speed limit as you approach the Main Tower.

Sponsors: Please support our Sponsors by using and promoting their products. If supplied with a Sponsor decal, these must be displayed on your vehicle. For details on the supply of products such as VP Racing race fuels please ring Gary on 0274 056060.

Prize money

Group 1	\$1500
Group 2 & SCO	\$500
Modified & Super Sedan	\$300
Super Street, Mod Bike & Screamin' Eagles	\$200
Junior Dragster	\$100

Trophies

All first and second place getters will be awarded a trophy. Racers must contest the final (stage under own power) in order to be eligible for any prize money, trophies and certificates.

Prize giving

Will be held approximately 30minutes after racing has finished.

Special Awards

Meguiars Best Appearing Junior Dragster & Crew
Meguiars Best Appearing Bike & Crew
Meguiars Best Appearing Car & Crew

Sponsors

Each competitor racing at a sponsored event may be required to affix a Sponsors Decal on both sides of the vehicle or bike. Any competitor not displaying the decal may not be eligible for prize money. Please support our Sponsors.



Travel Money:

Available only to competitors who run 10.00 sec or quicker, trailer their vehicle to the events, run slicks and have Tech Inspection (log book).

Junior Dragster, Teen Racers and Screamin' Eagles = N/A

Motorcycle competitors receive 50% only of the below travel costs.

From the Wellington area travel vouchers will be \$150.

From Palmerston North/New Plymouth \$90 and Taupo/Whakatane/Whangarei \$60.

Please present your time slip to the Travel Voucher coordinator (Main Tower) in order to pick up your petrol vouchers – these are to be collected on Race Day. All South Island competitors must apply for travel voucher consideration prior to events. Please call Gary on 0274 056 060 for further information.

Camping:

All camping is to be in the camping area NOT in the Pit area.

Please remember there will be many people putting in a very full day on Saturday and Sunday so no late night noise and partying around the campsite will be permitted. An 11pm curfew has been imposed on loud parties and lights around the campsite area and will be strictly enforced. NO fires are permitted whatsoever – NO exceptions.

Please respect other campers. All crew cars and workers cars are to be parked in orderly lines at the rear of the camping area. Hot showers and limited power are available for campers.

Trailer Park:

Please leave all trailers back against the canal at the rear of the pit area.

Pit Space Security:

We would like to remind everyone to take reasonable precautions regarding the security of their possessions and vehicles at all times. If you are not using your car to race or as a tow vehicle, please do not park in the pit spaces. All such vehicles should be parked in the camping area. We would appreciate it if anyone who is intending to spectate, refrain from bringing their vehicles into the pit side of the track at all.

For those who have a trailer as a support facility, please make every attempt not to encroach into neighbouring pit spaces. This tends to have a domino effect down the line and everyone is affected. We realize the space is tight but ask for your co-operation on this matter.

Finally, some pit space allocations may be altered. An updated pit space listing will be posted at the Pit Tower. Anyone without an allocated Pit Space, or with serious difficulties with their pit space, please contact Carol Phillips on 027 260 8452 before the weekend / before setting up.

Pit FM Radio

We will be broadcasting our Pit FM Radio from the Pit Tower. This is in addition to pit runners and will assist them in trying to advise every one of race day details. Please listen to it as it will assist in the smooth running of the day. You can tune in on 106.8FM.



Points Allocation

Points are allocated for series meeting round wins, qualifying positions and entry as specified below.

Eliminations points

Winner	100
Runner Up	80
Semi Finalists	60
Quarter Finalists	40
Eighth Finalists	20
Sixteenth Finalist	10
All other eliminations	5

Qualifying points

No. 1 Qual = 10 pts	No. 6 Qual = 5 pts
No. 2 Qual = 9 pts	No. 7 Qual = 4 pts
No. 3 Qual = 8 pts	No. 8 Qual = 3 pts
No. 4 Qual = 7 pts	
No. 5 Qual = 6 pts	
<i>All other qualifiers receive one point each</i>	

Points are allocated based on your final position in eliminations, they are NOT accumulated from round to round and no round points are allocated. Maximum points per event is 120 (100 for winning, 10 for top qualifier and 10 for entry to the event).

Entry points = 10

All entrants to each event will receive 10 entry points.

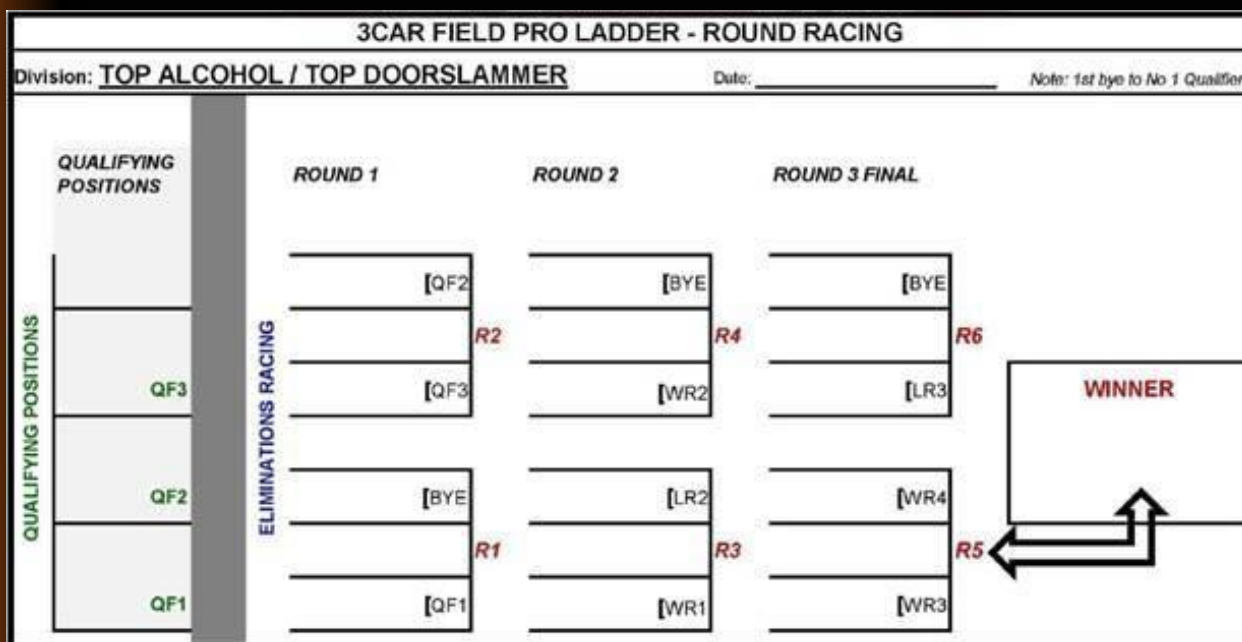
Class designations and non-qualifiers

- **Top Alcohol and Top Doorslammer as per Kiwi Thunder Series rules.** A restricted 8 car field for both with non-qualifiers running as (a) the Alternate OR (b) move into Supercharged Outlaw (c) run off the back of the field if Alternate is not required / used. Non-qualifiers need to indicate which option before ladders are set as **non-qualifiers cannot choose to be the Alternate AND run Supercharged Outlaw.**
- **Competition Bike** is a restricted 8bike field. Non-qualifier number 9 and 10 will have the option of running as (a) the Alternate OR (b) move into Modified Bike. Non-qualifiers cannot choose to be the Alternate AND run Modified Bike. All other non-qualifiers outside the Top 10 will be seeded into Modified Bike automatically.
- **Competition Eliminator** is a restricted 8 car field. Non-qualifier number 9 and 10 will have the option of moving into Supercharged Outlaw (if vehicle is supercharged) OR Modified (if vehicle is N/A). Non-qualifiers cannot choose to be the Alternate AND run in Supercharged Outlaw / Modified. All other non-qualifiers outside the Top 10 will be seeded into Supercharged Outlaws or Modified automatically.
- **Supercharged Outlaw** is an unlimited class, no Alternates required.
- **Top Street** is a restricted 16car field so non-qualifier number 17 and 18 will have the option of running as (a) the Alternate OR (b) move into Sport Compact but run on his/her own Top Street index OR (c) Super Sedan in Dial-Your-Own racing. Racers must speak to their Pit Runner to confirm the class they are moving to. CC/TS and BB/TS can move into Supercharged Outlaw if they can run to the 8.00 minimum dial in.
- **Sport Compact, Modified, Super Sedan, Super Street, Modified Bike and Junior Dragsters** are all unlimited field classes.



Class designations if insufficient numbers to run class

- **Top Alcohol and Top Doorslammer** will run match racing if there are only two or three vehicles (see below chart for three car field match racing).



If only one vehicle is entered, this racer will have the option of running in Supercharged Outlaws or Exhibition for the remainder of the meeting and will collect only entry and attendance points. Must run a minimum of three passes (excluding qualifying) to be eligible for prize money. All points available and allocated from top down – winner gets 100, runner up 80 etc except for when only 1 car attends in which case entry points and attendance points of 50 will apply.

- **Competition Bike** will move into Modified Bike and will run on DYO.
- **Competition Eliminator** will be split as follows: (a) Supercharged / Turbocharged vehicles 8.00 seconds and quicker will be moved to Supercharged Outlaws and (b) Naturally aspirated vehicles and any vehicles 8.00 seconds and slower will move to Modified. Supercharged Outlaws and Modified both run Dial-Your-Own racing.
- **Supercharged Outlaws** will move to Modified class if there are insufficient numbers.
- **Top Street** will be combined with Sport Compact running on normal Top Street indexes as both classes run index based racing.
- **Sport Compact** will combine with Top Street running on normal Sport Compact indexes as both classes run index based racing.
- **Modified and Super Sedan** will combine if one or the other is short in numbers. Both are entry level competition drag racing classes running on DYO.
- **Modified Bike and Screamin' Eagle** will race together in Modified Bike on Dial-Your-Own format if either one or the both are short on numbers.

Have a great Nationals at Meremere Dragway, the best place to race.

