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Drag Masters

**V8 POWER VS.
IMPORT
TECHNOLOGY**

FRAM
Autolite
DRAGWAY
State Highway 1 Meremere
The Best Place To Race

ABOUT DRAGMASTERS

V8S AND IMPORTS, THE ULTIMATE CONTEST

Fram Autolite Dragway proudly announces the world exclusive seventh annual Dragmasters – the ultimate shootout between Japanese Imports and old school American and Australian V8s on Saturday, 21st April 2012. The fiercely contested match race attracts both the new generation import fraternity as well as the well established V8 crowd and is a positive approach to getting racing off the street and onto safely controlled, purpose-built drag strips such as Fram Autolite Dragway.

Fram Autolite itself is a name synonymous with professional drag racing championships worldwide. The brand is highly regarded in the automotive industry and the professionalism parallels that of Fram Autolite Dragway – the best place to race since 1973.

The only race of its type in the world, Dragmasters is a highly competitive event that sees two teams of 14 to 18 cars; V8s versus Imports, go head to head over three rounds of racing. The V8s dominated for the first three years but the young guns set the dinosaurs on their ears in the following two years only to have the V8s claim the title back last year.

Feedback from the large and diverse crowds over the years is that this has been some of the best drag racing to be seen in New Zealand. The interaction of the crowd creates a very unique and enjoyable atmosphere that leaves everyone anticipating the next result.

"The Dragmasters event is unique as it pits the young Import car enthusiast against the traditional 'die hard' V8 enthusiast", says Gary Bogaart, Track Manager, Fram Autolite Dragway. "It is a great family event as it appeals to both parents and teenagers alike."

In addition to the hotly contested match race and full fields of drag racing, there is also a burnout competition at the conclusion of racing.

DRAGMASTERS SUPPLEMENTARY REGULATIONS

Dragmasters competitors may be chosen before each event to coincide with advertising and publishing deadlines of magazines etc. However, most pairings will be decided on the day of the event (performance based).

Dragmasters competitor selection will be by three representatives from Fram Autolite Dragway's Board of Management.

Competitor criteria for being chosen to compete in Dragmasters will include: matching vehicle performances; vehicle reliability; competitor, vehicle and crew presentation; public interest; entertainment factor; overall professionalism.

Dragmasters racing will be conducted **heads-up in match-racing** fashion on a **0.4 Pro Tree**. Each individual competitor will be chosen to race three times against their selected opposition for the full event. Competitors will also be given two hours of voluntary practice time before going into Dragmasters competition.

Dragmasters Lane choice is determined by tossing a coin for the first race then competitors will alternate lanes for the rest of the event.

Each round of Dragmasters racing will be held on an hourly basis timed from the last pairing down the track. Start-line etiquette requires all competitors to adhere to the 'courtesy staging' rules as per the Fram Autolite Dragway Track rulebook. Normal Fram Autolite Dragway staging regulations apply – please listen out for these at the Drivers Meeting.

One (1) point will be allocated for each winning pass down track. The team with the most points at the end of racing will be awarded the Dragmasters title. In the event of a tie in points Fram Autolite Dragway's Dragmasters selectors will nominate one last pairing to race for the title using the aforementioned criteria to select the finalists.

All Fram Autolite Dragway safety, protest and class rules will be applied to vehicles competing for the Dragmasters title. Any entrant found to be illegal loses five (5) points for each pass up to the time they are protested. The illegal competitor will be allowed to continue in Dragmasters competition but will lose five (5) points for every race they win until the infraction is corrected and signed off by the Area Steward.

If a Dragmasters competitor is eliminated from further racing due to circumstances beyond their control, Fram Autolite Dragway Dragmasters selectors may nominate a replacement but no points will be awarded against the original competitor.

This supplementary information should be read in conjunction with the current Track Rulebook where a situation arises that is not covered by these Dragmasters regulations.

SUPPORT RACING

All support racing at Dragmasters will be conducted in fixed-index, heads-up fashion using one-second increments. There must be at least four vehicles in each bracket in order for it to run and fields may be combined at Promoters discretion (more or less brackets may be included at the discretion of event organisers). There will be no DYO racing at Dragmasters events. All racing will have an even start (heads-up) and will run on a **0.4 Pro Tree**.

7.90 heads-up

8.90 heads-up

9.90 heads-up

10.90 heads-up

11.90 heads-up

12.90 heads-up

13.90 heads-up

14.90 heads-up

Any vehicle in the fixed-index support racing that runs faster than its nominated time **LOSES**. This means that if a 14.90 vehicle runs 14.89, it loses. This is called a "Breakout". If both vehicles breakout the win goes to the vehicle that breaks-out the least. This impacts the race and puts a major emphasis on the driver. The race becomes a matter of predicting vehicle performance and applying driving/tuning ability to make your vehicle run the fixed index you put on the window. At the same time, you have to beat the car and driver in the other lane to the finish line without breaking out. The current drag racing first or worst rule also applies for infringements.

All competitors in the support racing will have three rounds of voluntary practice before racing. Dragmasters will use the Swedish rounding system for brackets, ie: whatever time you are closest to at the end of practice determines which fixed-index you will race in.

Support brackets are open to all competitors from Night Speed Drag Wars and any other racers who hold the appropriate licence. Support entries will be limited to the first 250 vehicles.

DRAGMASTERS GLOSSARY

BURNDOWN: An intense starting line psychological battle between two drivers in which each refuses to fully "stage" for the race. The objective is to break an opponent's concentration, overheat a challenger's engine, or cool an adversary's tyres. Although rare, "burndowns" approaching two minutes in length have occurred.

BREAKOUT: Recording an elapsed time quicker than the posted fixed index prediction resulting in immediate disqualification. If both contestants "break out" of the parameters of their fixed index bracket, the winner is determined by the lesser elapsed time infraction regardless of the order in which they finish.

BYE RUN: A bye run occurs when a Fixed Index bracket holds an uneven number of entries or a competitor breaks down and is unable to continue racing. In situations where a driver is making a single run, they are considered the winner once they receive the start signal. If a competitor crosses a boundary line on a single run, the elapsed time is voided for lane choice determination.

FIXED INDEX RACING: Even start (Heads-up) racing using a common Elapsed Time handicap. The objective is for one vehicle to get to the finish line first without breaking out. IE: both competitors attempt to race as close to the same time without going quicker than their nomination.

HEADS-UP RACE: An even start race in which neither competitor is afforded a handicap over the other. These "even start" contests are the standard for all racing in Dragmasters competition.

HOLESHOT: A reaction time advantage gained by quicker reflexes at the start of a race.

LANE CHOICE: The option earned by a superior elapsed time performance in the previous round of Fixed Index qualifying or eliminations to determine the racing lane used for competition.

PRE-STAGED: Position on the racetrack just behind the start line. Once a race vehicle's front tyres break an infra-red beam located at the "pre-staged" line, a small bulb is illuminated on the Christmas Tree in the appropriate lane to alert the driver to their close proximity to the start line. See "Staged".

REACTION TIME: The response of driver and vehicle to the green starting light. Although considered a true measurement of the driver's reflexes, it also gauges the responsiveness of the vehicle's engine and chassis. Reaction Time is calculated from the illumination of the last amber signal; 0.000 seconds is considered "perfect" in Dragmasters competition. Foul starts or "red-lights", are measured as less than the full 0.000 seconds; for example, a driver who receives a -0.002 reaction time moved from the starting line two thousandths of a second before the green starting light illuminated and is thus disqualified for jumping the start.

REDLIGHT: A disqualification resulting from initiating a run before the green starting light, highlighted by the illumination of the red signal light at the bottom of the Christmas Tree. This is the most common infraction in drag racing. Red-light starts, or "fouls", occur primarily when a driver attempts to gain a reaction time advantage over their opponent.

STAGED: Position on the racetrack of the actual start-line. Once a race vehicle's front tyres break an infra-red beam located at the "staged" line, a large white/yellow bulb is illuminated on the Christmas Tree in the appropriate lane directly below the "pre-staged" indicator to alert the driver that the race is set to begin. Once the vehicle's front tyres leave the "staged" beam, the elapsed time clock begins.