



WHAT IS “ALLSTARS DRAG AND DRIVE”

Allstars Drag and Drive is the ultimate test of a true street/strip car. Over three days, competitors push their **street-registered** machines to the limit, competing in **quarter-mile and eighth-mile** time trials each day. But here's the kicker - after racing, entrants must drive **200-250km on public roads**, between race tracks **WITHOUT** the assistance of support vehicles, proving their cars can handle both the strip and the street.

With **trophies and prize money** up for grabs across multiple classes, this event rewards those who build and drive the fastest, most reliable drag and drive machines. Think you have what it takes? Get ready to race, drive, and survive!

ALLSTARS Top 10 List – Are You Fast Enough?

The ALLSTARS list is reserved for the quickest of the quick—the top 10 overall entrants based on average E.T. To secure your spot, you must complete the event and post an average elapsed time (E.T.) fast enough to rank among the ten best. Only the fastest make the cut, so bring your A-game and see if you have what it takes to be an ALLSTAR!

Each year will have a “Class of” and will be the top 3 competitors from each category.

RULES AND REGULATIONS

DRIVER REQUIREMENTS

- Racers must possess a government issued, current, valid driver's license.
- All drivers must sign a liability waiver and photo release during registration.
- If the driver is not the car owner, the driver must have all required documents (as stated below) and must attest as stated in the waiver that they have the car owner's permission to be in possession of and to race the vehicle.
- Racers must be at least 17 years of age to race. If racers are at least 17 years of age, but under 18 years of age, their custodial parent/parents, or legal guardian/guardians, must be in attendance with them during onsite tech and registration, as well as for the duration of the event. Both the custodial parent or guardian and child

will be required to appear in person during tech and registration in order to sign the releases and waivers onsite. If parents will not be in attendance, but instead a guardian is in attendance, the guardian and minor must present a notarized minor waiver signed by the parent/parents.

- Any racer intending to run elapsed times and speeds that require an IHRA/ANDRA license, per the guidelines in the IHRA/ANDRA rule book, must be qualified and must have obtained the required license by the sanctioning body prior to undergoing tech at the event.
- AllStars Drag & Drive allows multiple drivers for the same car provided that all drivers meet the Requirements. Additional drivers require the purchase of an extra driver's wristband. Details available on registration day.
- Cars with multiple drivers are not eligible for more than one finishing position. The primary driver will be listed for timing purposes. **ET Cut Off 12.00 1/4mile**

CONDUCT

- Any participant found under the influence of alcohol or narcotics is subject to immediate disqualification and removal from the event, as well as the potential for being banned from future events.
- Unsportsmanlike conduct or actions to be unsafe as deemed by the Race Director or other event official may result in disqualification or removal from the event, as well as the potential for being banned from future events.
- All road rules apply when on the required checkpoint routes, any Dangerous driving can end in disqualification. Please be respectful for the good of the event and the general public.

SIGN-IN AND TECH DAY FOR ALL ENTRIES

- Competitors are required to sign in and get in the tech inspection line from 12:30 p.m. local time on registration day. There will be a cutoff time however prior arrangements can be made, please notify Event Staff of any issues.
- Registrations are not transferrable or refundable**, so you cannot take another person's entry and use it for yourself.
- During registration and tech, you must have a valid government issued driver's license, as well as the vehicle registration for the car that will be racing. All documents must be current and in good standing. No exceptions.
- Each entrant must declare the names of up to three passengers in the car, and they will be wrist banded. The registered driver and passengers must ride in their registered vehicle during the event road course. The driver and up to three wrist-banded passengers are the people who will be allowed to touch the car until the end of Competition. The entry includes driver and two crew. Additional crew bands CAN be purchased on the day (\$75). If wrist band is damaged or lost, details must be provided for reissue.
- Each vehicle may only compete in one class. You must state your intended class when registering, and class changes are not allowed after the first day of racing.
- The registration day will include tech inspection for IHRA safety and licensing rules and for compliance with AllStars Drag n Drive rules.

DAY 1 DRIVER MEETING AND PIT INSTRUCTIONS

- There will be a mandatory driver/passenger meeting held before racing begins. Allstars competition begins at the close of the meeting. 9am

- The track will have a space where vehicles and trailers may be left behind during the Allstars event competition. Competitors must secure their vehicles and trailers there within 30 minutes of the end of the drivers' meeting.

- Access to the vehicle and trailer area will not be available until after the close of the AllStars event racing, with the exception of racers who have forfeited the competition and need to pick up their tow vehicles during normal business hours. Contact the Allstars crew for arrangements outside of hours we will be more than happy to help.

DAILY RACE PROCEDURES

- Competitors may be safety teched at the discretion of each drag strip before running as per Governing body regulations. All drivers must be present.

- The daily racing hours will be announced on AllStars Facebook Page, at the drivers' meeting, and schedule adjustments may be made pending unforeseen circumstances.

- All racers will be provided with instructions to sign-up for Allstars text messages. These messages will communicate race day updates, class calls to the lanes, schedule changes and any other information necessary.

- At the Race Director's discretion, drag strip sessions will be divided into four run groups. The usual method is based on anticipated e.t. across four run groups, however, some other methods may be used for run groups based on the Race Director's discretion. Run groups based on e.t.: one for the cars 8.49 and faster, one for cars 8.50-9.99, one for cars 10.00-Slower. There will be one session for each group, followed by an all-run session. Times and details will be announced at the drivers' meeting and may change day to day depending on conditions. **ET Cut Off 12.00 ¼ Mile.**

- Once the Group sessions have completed Competitors will be allowed to make as many passes as possible each day on a first-come, first-served basis until the Race Director announces that the staging lanes are closed. When the lanes are closed, the cars already in lanes at that time will be allowed to run.

- Cars are required to complete or forfeit their drag strip passes within five minutes of being called into the burnout box by the Race Director. Cars exceeding this time limit after lanes are closed will not be allowed to run again that day.

- In case of time or weather delays, the number of passes for each competitor may be limited at the discretion of the Race Director.

- Every competitor must complete each track day within the times specified by the Race Director in order to remain in competition. To complete a track day, a competitor's car must stage under its own power and take the green light. Entries that take the green but are unable to complete a full drag strip pass will be given an e.t. of 12 seconds for the pass.

- If a competitor misses a track day and is out of the running, he or she may be able to make exhibition runs during the remaining days of the Allstars event, if time allows, and at the Race Director's discretion.

- Allstars use a 0.400 Pro tree.

- Time slips require a reaction time of 1.000 or less to be handed in without adjustment. Time slips with a reaction time over 1.000 may be handed in, with the amount over 1.000 to be added to the e.t. Reaction time adjustments may not be used to hand in a slip with an e.t. under a tech limit, ie: a 1.100 reaction cannot make an 8.40 an 8.50 if you are only teched to 8.50. At the Race Director's discretion, a time slip with a reaction time greater than 1.000 may be handed in without adjustment if there are extenuating circumstances, such as an issue with the Christmas tree or an opponent.**

- Reaction Times are recorded each day for bonus points in Pro 8.50/10.50/11.50 classes. (time/points structure TBA)

- Points / Time system. Each Drivers times will be Tallied up each day, added together throughout the event and average taken, the lowest average in each class wins. (8.50/10.50/11.50 will be closest to their prospective target et for the class)

- It is the competitors' responsibility to hand in their time slips to the specified AllStars staffer each day before leaving the track at the allocated spot. Once a slip is handed in, no other time slip will be honoured that day. The et. and mph on the time slip may not be quicker or faster than the car's tech speed.

- If an entrant needs to drop out of competition at the drag strip, he or she is requested to notify the staff that is collecting time slips. If a time slip is not turned in for the day, the competitor will be considered out of the competition.

THE ROUTE, THE CHECKPOINTS

- The on-road drive is part of the AllStars event competition; following the specified route is recommended. Traffic, potholes, road construction, gravel, and winding roads should be expected, but will be planned around if issues or unforeseen circumstances arise.
- In the event that a day of racing is rained out, competitors are still required to drive the entire route and must check in during the specified hours at the drag strip in order to remain in competition and to receive information about the schedule and driving directions to the next track.
- Each day's drive has at least one, but nominally 2 mandatory checkpoints. Each entrant is required to carry a smart phone with social media access that must be used to photograph the car at each checkpoint, post the picture to social media with the required details for that checkpoint and tag Allstars page in the post. Each competitor's social media will be checked each day as time slips are handed in to verify that participants have passed through all the required checkpoints.

PROTESTS

- Protesting another racer requires detailing the rule infraction in writing, submitting a \$100 fee, and supplying any evidence, including photos or video. If the protest is upheld or negated by forfeiture, the \$100 is returned. If the protest is not upheld, the \$100 goes to the racer being protested.
- All protests are decided on by the Race Director, and the decision is **final**. The Race Director may apply, or not apply, rules at their discretion to best solve the situation.
- In the event the finals are rained out, event officials will determine if the competition continues on a rain date the following day or if event winners will be determined by the competition results ending the prior day.

WORKING ON COMPETITION VEHICLES

- Event competitors may borrow or buy parts, tools, supplies, or fuel from each other and may help each other with manpower only on an impromptu basis. (except Quarantine Vehicles see Below)
- Vehicles entered with **the obvious intent of supporting another competitor** with parts, tools, supplies, fuel, or manpower subject both entries to disqualification at the Race Director's discretion. It is not our intent to keep friends from helping friends but to prevent entries from acting as support vehicles for other competitors.
- If an entry receives regular, daily assistance from any person who is not a registered passenger in that entry's car, that person is considered illegal support and as such may disqualify the race entry.
- If an entry uses parts, tools, supplies, or fuel from another competitor or another non-competition, that is considered illegal support and as such may disqualify the race entry.
- Helpers may not lead or follow in separate vehicles "mules". This will result in disqualification.
- Ordering parts and having them delivered during the event to fix unforeseen problems is allowed. Fuel delivery is allowed and encouraged for safety.

QUARANTINE

•**The Top 3 vehicles in each class will have their own race lane (Quarantine Lane) and can run in with other classes with preference. It is a privilege to be in this group.**

•After day one, all cars that are in the top three positions in their class, and are still in competition, are required to report to Quarantine every day of competition in the Allocated area Provided.

•Only the wrist-banded drivers and registered, wrist-banded passengers/crew of the cars in quarantine may work on the cars in Quarantine.

•The only parts, tools, or supplies that can be used in the Quarantine are those that were carried in the car or the car's trailer, or borrowed from other racers in Quarantine. In cases of impromptu repairs, purchasing or borrowing of parts from outside of Quarantine must be **approved by the Race Director**. There will be an assigned Staffer on site for any questions on this.

•Impromptu assistance may be permitted by the Race Director in the event that specialist repairs are required. For example, impromptu welding would be permitted, but help replacing a rear end would not.

•Quarantine cars may not be worked on outside of the Quarantine area.

•Quarantine cars may not leave the track before handing in a time slip.

•Broken parts removed from quarantine cars may be taken off site to be repaired. Example: a cylinder head taken to a local shop for repair. Officials must be informed prior and post.

•AllStars officials may, without notice and at their discretion, require select competitors to set up their pit spot in the Quarantine area for observation during track days.

PRIZE MONEY

•Prize money paid in each Competition Classes to the Winner(\$500) and Runner Up(\$200). (this may be Subject to change if a class field of 8 cars day 1 is not fulfilled)

•There will be an option for a Cash Grab Race on the Last day of competition, Format to be decided by the Racers prior to the event, Prize Money TBA

•Prizes and Trophy presentation will be after the commencement of the event Sunday Afternoon.

NO TRAILERING VEHICLES, NO SUPPORT VEHICLES

•Vehicles in competition may not be led or followed at any distance by support vehicles of any kind. A support vehicle is one used to supply, or with the intent of supplying, any rescue efforts or to carry anything for a competitor, including luggage, tools, fuel, repair parts or spares, and helpers or crew. Support vehicles towing just-in-case trailers are not allowed.

•Allstars will have a local tilt tray company follow the route and be on standby for the course of the entire event. This can be accessed by contacting a staffer of the Allstars event. Once the vehicle is secured on the tilt tray this is deemed to be out of the competition.

•It will be at the Race Directors discretion, in the event of an unforeseen circumstance, that the vehicle needs to be towed for repair but remain in the competition (In the interest of safety), i.e an object breaks the windscreen of the vehicle, or a broken Gearbox and the vehicle is not able to be driven to the repairer or worked on in a safe place out of danger. The entered vehicle must use the Allstars Towing Service and return to the point where it was picked up to continue the route. Allstars staff must be kept informed during the pause period.

•All vehicles must be driven under their own power during the entire AllStars event competition and may not be towed, trailered, pushed, or hauled at any time during any of the competition days. Exceptions will be made for

details above or a road emergency in which a vehicle needs to be removed from the roadway or other dangerous situation, in which case assistance may be used to move the car a short distance to a safe area, for example, to the next highway exit. Exceptions will also be made for impromptu towing from the end of the track, such as if a car cannot re-fire. Consistent tows may result in disqualification.

- An AllStars email address or phone number will be supplied to participants. If an entrant wishes to forfeit the competition by loading the vehicle on a trailer or otherwise enlisting an illegal support vehicle, the number must be called to immediately **notify the staff of the forfeiture**.

- Violation of the support-vehicle and crew rules is cause for immediate disqualification at the Race Director's discretion.

TRAILERS AND CARGO ON COMPETITION VEHICLES

- Each competition vehicle may tow a **single-axle** cargo trailer to carry tools, supplies, and spare parts. Feel free to bring any sized trailer, if you wish to pull it you can bring it. Maximum of 100L of fuel in Fuel Safe Containers to be transported in trailers or vehicles (fuel tank volume is not included) for safety.

- Trailers may not contain any components that contribute to cooling, charging, oiling, or fuelling the competition vehicle while the trailer is being towed, at race directors' discretion.

VEHICLE RULES FOR ALL CLASSES

- IHRA safety rules will be in effect for 1/8-1/4 mile. Please read, know and understand the IHRA safety rules applicable to your car.

- The event is open to four-wheeled vehicles of any year, make, or model, except where limited by individual class rules. Motorcycle-based vehicles are not allowed.

- No rental cars, hybrid or electric vehicles allowed

- All entries must have current and legal vehicle registration and insurance with paperwork that matches the VIN and license plate on the car. No dealer or manufacturer plates are allowed.

- Vehicles in competition must have functional headlights, taillights, brake lights, turn signals, horn, and a rear-view mirror.

- Equipment rules apply to both the street and track portions of the event.

- All tire rules apply only on the drag strip and not for the street drive.

- All entries are required to use purpose-built drag-race drive tires on the track (front or rear), including slicks, DOT-approved slicks (examples: Mickey Thompson ET Street R, Hoosier Quick Time D.O.T), or drag radials (examples: Mickey Thompson ET Street Radial S/S or Pro including Pro Bracket, Hoosier D.O.T Drag Radial, BFG Drag Radial. No conventional treaded street tires or Budget Radial(psr).

- All vehicles must meet IHRA safety rules for the e.t. and speed they are capable of, and drivers must be IHRA licensed if required. AllStars officials will not accept time slips that are quicker or faster than the car or driver's teched legal e.t. and mph. Running quicker than the safety equipment or driver's race license allows is cause for disqualification at the discretion of the Race Director. **ET Cut Off 12.00 1/4 mile**

- Swapping engines so that one is used for the drag strip and another for the on-road drives is not allowed. One short block is to be used for the entire competition, barring the need for impromptu repairs.

- Vehicles in all classes may use any fuel provided the car and the driver have the required safety equipment required by the IHRA for that fuel type. (No Nitro)

- In Naturally Aspirated classes, the engine may not use power adders of any kind.

- In Power Adder classes, the engine must use a supercharger, turbocharger, nitrous oxide, or some combination thereof.

- It is the responsibility of the racer to know and comply with the rules; passing tech inspection does not constitute a right to remain in competition if rules violations are discovered later.
- Vehicles with rule variations may be classified at the Race Director's discretion.
- Entries that are disqualified from competition are not eligible for a refund of registration fees. Registration fees are non-refundable and non-transferable for any reason.
- All Classes may be split on the day, Ei faster half and slower half if class numbers are large enough

SPECIFIC CATEGORY RULES UNLIMITED CATEGORY

PRO UNLIMITED



- The most radical class and has no restrictions on modifications except for those listed in "Vehicle Rules for All Classes". For Boosted vehicles of any form. NA also welcome and if car count is high enough a NA class will be added.
- For Vehicles with Larger then 29" Tyres or any Tube Chassis / Back Half Cars.

FORCED 28'S



- Forced 28's is the class for small-tire cars with the most liberal level of modifications.
- Must use a stock appearing body and be of OEM supply.

- Any composite windows must appear stock and use stock mouldings.
- The body may not be altered from the stock shape. No chopping, no sectioning, no narrowing, no pinching, no stretching, no sloping of the nose, no relocating the front wheel openings, no wheel tubs protruding outside the stock exterior body lines. Stretched rear wheel openings are allowed.
- Body panels may be reproduced in any material. Factory style headlights are required (may use different bulb).
- May not have driver set back past the stock location. (it is pretty self-explanatory, no Steve Morris Woody Wagon)
- Must use stock frame rails forward of the firewall. Aftermarket front-clip kits that replace the stock frame rails forward of the firewall are allowed, but they must be commonly available from a recognized manufacturer and must bolt in place on the stock frame or unibody. Aftermarket front-clip kits may use tubular main rails. Any discretions via Race Director
- Modified suspension and stock suspension permitted
- Forced 28's cars must use tires on the drag strip that are no greater than 275/60-15 or 11.50 inches at the tread, as verified by the actual stamped tire size during tech, with the tire carrying the vehicle's weight and at 20 psi of tire pressure. Tire edges may not be shaved or cut to meet the 275/60-15 or 11.50 inches maximum. 28x11.5" slicks and radials only. **NO BUDGET RADIALS** i.e PSR/Hero
- Lock up Convertors and convertor drives allowed.
- 2 Wheel Drive only
- All forms of induction allowed, not turbo size limit.
- No Kit Cars
- Awards within this category: Overall winner of class 2nd Place in class 3rd Place in class
- Any discretions via Race Director

N/A 28's



- N/A 28's is the class for small-tire cars with the most liberal level of modifications.
- Naturally Aspirated Only
- Must use a stock appearing body.
- Any composite windows must appear stock and use stock mouldings.

- The body may not be altered from the stock shape. No chopping, no sectioning, no narrowing, no pinching, no stretching, no sloping of the nose, no relocating the front wheel openings, no quarter-panel moving or reshaping, no wheel tubs protruding outside the stock exterior body lines. Stretched rear wheel openings are allowed.
- Body panels may be reproduced in any material. Factory style headlights are required (may use different bulb).
- May not have driver set back past the stock location.
- Must use stock frame rails forward of the firewall. Aftermarket front-clip kits that replace the stock frame rails forward of the firewall are allowed, but they must be commonly available from a recognized manufacturer and must bolt in place on the stock frame or unibody. Aftermarket front-clip kits may use tubular main rails. Any discretions via Race Director
- Modified suspension and stock suspension permitted
- N/A 28's cars must use tires on the drag strip that are no greater than 275/60-15 or 11.50 inches at the tread, as verified by the actual stamped tire size during tech, with the tire carrying the vehicle's weight and at 20 psi of tire pressure. Tire edges may not be shaved or cut to meet the 275/60-15 or 11.50 inches maximum. 28x11.5" slicks and radials only. **NO BUDGET RADIALS** i.e PSR/Hero
- Lock up Convertors and convertor drives allowed.
- 2 **Wheel** Drive only
- Big Block and Small Block classes may be added upon high entry numbers (4.500BS and over is Big Block)**
- Awards within this category: Overall winner of class 2nd Place in class 3rd Place in class
- Any discretions via Race Director

235/255 FORCED



- Forced **235/255 FORCED** is the class for small-tire cars with the most liberal level of modifications.
- Must use a stock appearing body.
- Any composite windows must appear stock and use stock mouldings.
- The body may not be altered from the stock shape. No chopping, no sectioning, no narrowing, no pinching, no stretching, no sloping of the nose, no relocating the front wheel openings, no quarter-panel moving or reshaping, no wheel tubs protruding outside the stock exterior body lines. Stretched rear wheel openings are allowed.
- Body panels may be reproduced in any material. Factory style headlights are required (may use different bulb).
- May not have driver set back past the stock location.
- Must use stock frame rails forward of the firewall. Aftermarket front-clip kits that replace the stock frame rails forward of the firewall are allowed, but they must be commonly available from a recognized manufacturer and must bolt in place on the stock frame or unibody. Aftermarket front-clip kits may use tubular main rails. Any discretions via Race Director

- Modified suspension and stock suspension permitted
- Forced **235/255 FORCED** cars must use tires on the drag strip that are no greater than 255/60-15 or 10 inches at the tread, as verified by the actual stamped tire size during tech, with the tire carrying the vehicle's weight and at 20 psi of tire pressure. Tire edges may not be shaved or cut to meet the 255/60-15 or 10 inches maximum. 27x10" slicks and radials only. 235/60 26x10 accepted. No tyre wide then 11" measured at the side wall. **NO BUDGET RADIALS** i.e PSR/Hero
- Lock up Convertors and convertor drives allowed.
- 2 Wheel Drive only
- All forms of induction allowed, not turbo size limit.
- No Kit Cars
- Awards within this category: Overall winner of class 2 nd Place in class 3 rd Place in class
- Any discretions via Race Director

235/255 N/A



- N/A **235/255 N/A** is the class for small-tire cars with liberal level of modifications.
- NATURALLY ASPIRATED ONLY
- Must use a stock appearing body.
- Any composite windows must appear stock and use stock mouldings.
- The body may not be altered from the stock shape. No chopping, no sectioning, no narrowing, no pinching, no stretching, no sloping of the nose, no relocating the front wheel openings, no quarter-panel moving or reshaping, no wheel tubs protruding outside the stock exterior body lines. Stretched rear wheel openings are allowed.
- Body panels may be reproduced in any material. Factory style headlights are required (may use different bulb).
- May not have driver set back past the stock location.
- Must use stock frame rails forward of the firewall. Aftermarket front-clip kits that replace the stock frame rails forward of the firewall are allowed, but they must be commonly available from a recognized manufacturer and must bolt in place on the stock frame or unibody. Aftermarket front-clip kits may use tubular main rails. Any discretions via Race Director
- Modified suspension and stock suspension permitted
- N/A **235/255 N/A** cars must use tires on the drag strip that are no greater than 255/60-15 or 10 inches at the tread, as verified by the actual stamped tire size during tech, with the tire carrying the vehicle's weight and at 20 psi of tire pressure. Tire edges may not be shaved or cut to meet the 255/60-15 or 10 inches maximum. radials only. 235/60 pro bracket 26x10 accepted. **NO BUDGET RADIALS** i.e PSR/Hero
- Lock up Convertors and convertor drives allowed.

- 2 Wheel Drive only
- Big Block and Small Block classes may be added upon high entry numbers (440ci and over is Big Block)**
- No Kit Cars
- Awards within this category: Overall winner of class 2nd Place in class 3rd Place in class
- Any discretions via Race Director

PRO IMPORT 4/6/ROTARY



- 4 and 6 Cylinder and Rotary only
- Must use a stock appearing body.
- Any composite windows must appear stock and use stock mouldings.
- The body may not be altered from the stock shape. No chopping, no sectioning, no narrowing, no pinching, no stretching, no sloping of the nose, no relocating the front wheel openings, no quarter-panel moving or reshaping, no wheel tubs protruding outside the stock exterior body lines. Stretched rear wheel openings are allowed.
- Body panels may be reproduced in any material. Factory style headlights are required (may use different bulb).
- May not have driver set back past the stock location.
- Must use stock frame rails forward of the firewall. Aftermarket front-clip kits that replace the stock frame rails forward of the firewall are allowed, but they must be commonly available from a recognized manufacturer and must bolt in place on the stock frame or unibody. Aftermarket front-clip kits may use tubular main rails. Any discretions via Race Director
- Modified suspension and stock suspension permitted
- Import 4/6 cars must use tires on the drag strip that are no greater than 275/60-15 or 11.50 inches at the tread, as verified by the actual stamped tire size during tech, with the tire carrying the vehicle's weight and at 20 psi of tire pressure. Tire edges may not be shaved or cut to meet the 275/60-15 or 11.50 inches maximum. 28x11.5" slicks and radials only. **NO BUDGET RADIALS** i.e PSR/Hero
- Lock up Convertors and convertor drives allowed.
- All-Wheel Drive Allowed
- All forms of induction allowed no turbo size limit. (No Nitro)
- No Kit Cars
- Awards within this category: Overall winner of class 2nd Place in class 3rd Place in class
- Any discretions via Race Director

PRO 8.50 / 5.50 HEADS UP



- 8.50 ET Cut off ¼ mile time. (1/8 Mile Et will be 5.50)
- Heads up Pro Tree.
- Any form of induction allowed (no Nitro).
- All Wheel Drive Allowed.
- Reaction Time and ET recorded each day.
- Reaction Time Bonus each day TBA.
- No ET slip under 8.50/5.50 can be submitted.
- Overall winner of class 2nd Place in class 3rd Place in class **NO BUDGET RADIALS** i.e PSR/Hero

PRO 10.50 / 6.50 HEADS UP



- 10.50 ET cut off heads up class. (1/8 Mile Et will be 6.50)
- All vehicle induction allowed (no Nitro).
- All-wheel drive allowed.
- Reaction time and et recorded for daily times.
- Reaction Time bonus each day TBA.
- No ET slip under 10.50 can be submitted.
- Overall winner of class 2nd Place in class 3rd Place in class **NO BUDGET RADIALS** i.e PSR/Hero

PRO 11.50 / 7.50 HEADS UP



- 11.50 ET cut off heads up class (1/8 mile Et will be 7.50)
- All vehicle induction allowed
- All-wheel drive allowed
- Reaction time and et recorded for daily times
- Reaction Time bonus points for each day TBA
- No ET slip under 11.50 can be submitted.
- Overall winner of class 2nd Place in class 3rd Place in class. **NO BUDGET RADIALS** i.e PSR/Hero

CRUISE CREW



- For entrants that wish to be apart of the event but don't wish to race, Entrant Shirt and Bag and Windscreen Sticker.
- Driver and 2 crew (extra available)
- No support/Mule Vehicle, please help retain the spirit of Drag n Drives.
- For approved vehicles only
- Car Show awards
- Display parking area Provided
- This is aimed at having some cool cruise vehicles tag along for the fun and show off their car's day to day. Please no Nissan X-Trails

AWARDS

- Fastest 4 cylinder
- Fastest 6 cylinder
- Fastest V8 Forced
- Fastest V8 N/A
- Best Wheel Stand
- Dave Carpenter most travelled
- Bad Deal Award (Carnage)
- Social Butterfly
- Best on Show
- Most Chaotic Pass
- Best Presented Crew
- Harry Haig Life of the Party Award
- Class of 2025, top 3 from each class. In exclusive group of winners etc. badge of honour.
- Most Resilient Competitor/Crew of the event
- Commentators Choice
- Sponsors Choice



Rules updated on 31/03/2025 by DDDC,

AllStars Drag and Drive