



2009 Drag Racing Rules & Regulations

These Rules are designed to provide for the orderly conduct of racing events and to establish standards for such events. By entering and participating in an event, participants are deemed to understand and accept these rules. **NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF THESE RULES OR COMPLIANCE WITH THESE RULES.** They are intended as a guide for conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator or official. These rules may be changed or amended from time to time by the management of the raceway.

1.0 General Rule Statement

- 1.1 Vehicles participating in racing events must appear presentable at all times. Any vehicles bearing advertising or messages deemed inappropriate by the Tech Department will be denied participation.
- 1.2 Any participant (including drivers, riders, crew members, etc.) considered to be under the influence of alcohol, drugs or any other judgment impairing substance will be disqualified from the event and will be asked to leave the facility.

1.3 Speed limit in the pit area, tech area staging lanes is 10 M.P.H. Burnouts are allowed in the burnout area (behind the starting line) only. Dragsters are the only vehicles allowed to burn across the starting line. Any other vehicle that does may be disqualified.

1.4 Participants at events are expected, at all times, to conduct themselves in a professional and non-disruptive manner. Any participants who, in the sole and absolute judgment of the track personnel, 1) verbally or physically threatens another participant or other person, 2) uses vulgar or derogatory language, 3) engages in unsportsmanlike conduct or conduct detrimental to the sport of racing, or 4) otherwise creates a condition or circumstance that is unsafe, unfair, or out of the order shall have violated the rules and regulations of NHRA and Pacific Raceways can be disqualified or banned from the facility.

1.5 PLEASE – NO ENGINE NOISE PROIR TO 9AM OR AFTER 5PM during February, March, April, September and October or 11pm May through August on Friday & Saturday (10pm on Wednesday)

2.0 Technical Inspection

2.1 Pacific Raceways is an NHRA member track and will use the NHRA Rule Book as a guide for inspecting vehicles. Tech Officials reserve the right to impose additional requirements more stringent than those specified in the NHRA Rule Book.

2.2 The Tech Department may permit minor deviations or exceptions from those prescribed in the NHRA Rule Book.

NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH DEVIATION OR EXCEPTION.

3.0 Race Information

3.1 All race vehicles are presumed “race ready” (per NHRA rules) upon entering the facility. Once a driver has passed tech inspection, there will be no refunds or exchanges.

3.2 Racers are allowed to have a maximum of three crew members assist them in the restricted area.

All persons (driver, crew, etc.) must execute a **RELEASE AND WAIVER OF LIABILITY, ASSUMPTION OF RISK AND INDEMNITY AGREEMENT** before entering the restricted area. At Pacific Raceways, the restricted area begins at the front of staging area (including adjacent “chase” road) and return road, ending where the return road enters the pit area.

3.3 Crew member’s ages 16 through 17 years need to have **MINOR RELEASE AND WAIVER OF LIABILITY** form executed by either both parents or guardian to enter the restricted area. Children 16 years of age and under must remain in the enclosed portion of a tow vehicle while in the restricted area. Minor Waiver forms are done on an annual basis. Both parents and guardian must sign annual waiver form for minor to enter restricted area. Waiver and wristbands are done in registration in building across from staging behind grandstand “B”.

3.4 Each vehicle should display a competition number and class designation on the windshield, both side windows and the left side rear window. Numbers should be 6 inches tall on sides and 3 inches front and rear.

- 3.5 Your dial-in will be displayed on the scoreboards as well as on the display boards located in front of the burnout box. DO NOT STAGE YOUR VEHICLE UNTIL YOU HAVE CHECKED YOUR DIAL-IN. By staging your vehicle you have affirmed the dial-in is correct. **Dial-in cannot be changed beyond red line at front of staging.** Motorcycle must report numbers and dial-ins to tower before eliminations or have displayed on Motorcycle. You cannot dial out of your bracket!! Jr. Dragster must have dial-ins permanently displayed. **No dial-ins on tires!!**
- 3.6 Wristband: Must be worn during the duration of the event. Racer and Crew members.
- 3.7 All warm-ups must be confined to the pit area. Jack stands must be used.
- 3.8 Competition numbers: You must purchase a 2009 competition number to participate at Pacific Raceways.
- 3.9 Staging/Time Trials/Eliminations: DO NOT PULL INTO STAGING LANES UNTIL YOUR CLASS HAS BEEN CALLED. Please report to staging lanes when you are called. Please monitor the PA or 540 AM for staging lane assignments. **Run order and Lane Assignments for E.T. Series are as follows. Sportsman Lanes 5-6, Pro Lanes 1-4, Super Pro Lanes 1-2, Motorcycle Lane 7.**
- 3.10 Tail Lights: Lights must be on when leaving the staging lanes. No blinking lights!!
- 3.11 Oil Disposal: All oil must be dumped in the oil trailer located near the gas pumps.

3.12 Pit Vehicles: No one under the age of 16 is allowed to operate a motorized or wheeled vehicle at any time.

Vehicle may be confiscated until end of event.

3.13 Secure Track: The gates will be locked 30 minutes after the last car crosses the finish line.

4.0 Rainout Policy

4.1 If rain or other occurrence halts racing any time before the completion of the first round of eliminations for your class, racers will receive Full credit of entry fee and there will be no payout. If rain or other occurrence halts racing after the first round of eliminations for your class, points will be awarded to that point and payout will be divided among the remaining racers.

4.2 No refunds at anytime.

5.0 Points

Points in all classes will be awarded on the following basis:
10 points for entering event & passing Tech (YOU MUST STAGE 1st ROUND FOR CREDIT)

Win 1st rd 21 points

Win 2nd rd 12 points

Win 3rd rd 13 points

Win 4th rd 14 points

Win 5th rd 15 points

Win 6th rd 16 points

Win 7th rd 17 points

Win 8th rd 18 points

This system keeps going though as many rounds as needed.
Ties broken by best package of final points race. If one of the

racers is not there for the event the participant who is wins, if neither are there it goes back to the last race both attended. If they are still tied it goes back until the tie is broken.

- 5.1 You must notify Pacific Raceways no later than 14 days from the race date in which you believe an error was made to your points. There will be changes to your points after the 14 day period.

In the event of a tie, the highest points earner on the last day of points (August 25th) will break all ties. If a tie still exists we will go back to the previous point's race, etc. A final point's sheet will be available at the conclusion of the last day of points (August 12th). In event the last race should be canceled for any reason we will revert back to the last day as being the final point's event.

- 5.2 In order to participate in the 2009 Summit E.T. Racing Series Finals at Pomona, Ca. You must be 18 years old on or before Nov. 13 2009.

6.0 Summit E.T. Finals

- 6.1 The NHRA Division 6 Summit E.T. Finals will be held September 4-6 at Woodburn Dragstrip in Oregon. This is a "Team Tournament" event where each track in NHRA Division 6 sends 56 representatives who, in addition to individual honors, earn points towards a team championship. Pacific Raceways will send drivers in each of

the following classes. Super Pro. Pro E.T. Sportsman. Motorcycle. and High School.

6.2 The brackets for the E.T. tournament will be as follows:

7.50 – 11.99 Super Pro (electronics allowed)

7.50 – 13.99 Pro (No electronics)

12.00 – Slower Sportsman (No electronics)

7.50 – 14.99 Motorcycle (electronics allowed)

11.00 – Slower High School (No electronics)

6.3 An NHRA competition number is required to compete in the Summit E.T. Racing Tournament Finals and at NHRA Sportsman Drag Racing Series events. NHRA forms are available at the track. We require an NHRA competition number for all E.T. Racers.

6.5 The High School student and/or their car for competition may **NOT** be entered in any other bracket at the E.T. finals.

6.6 All racers that qualify for the Summit E.T. finals must be present at the last points event of the year. Drivers not present with car, will not be eligible to represent the track at the Summit E.T. finals. If the driver is unable to be present due to death in the family, wedding etc... the driver must inform drag strip manager one hour before first round of the final day of eliminations.

7.0 General Information

- 7.1 LED bulbs will be used on the Christmas tree at Pacific Raceways. Also the cross-talk system will be used on the Christmas tree- in Super Pro and Motorcycle.
- 7.2 The above system information will also be utilized at the Summit E.T. Finals. For further information on the cross-talk Pacific Raceways will have a supplement sheet explaining the system or contact Pacific Raceways.

8.0 Buy Backs

- 8.1 No Buy Backs.

9.0 Breakage

- 9.1 If your vehicle breaks during unloading, tech or any other time prior to attempting your first time trial, you will receive full credit for your entry fee. As general rule the point of demarcation is the “water box”, you will not receive a credit for your entry fee.
- 9.2 No cash refunds at any time.

10.0 Prohibited Devices

- 10.1 **Super Pro (7.50-11.99)**
- 10.2 Computer: Prohibited unless stock vehicle by new car manufacturer. (NHRA Gen. Reg. 9:1)

- 10.3 Data Recorders: Permitted (in ET racing see Sec. 1A. Support Group 9) (NHRA Gen. Reg. 9:2)
- 10.4 Delay Boxes: Permitted, one box/device only attached to trans-brake and or throttle timer only. Delay box may only display delay amount. All direct wiring must be clearly identifiable to tech inspector.
- 10.5 4-Wheel line lock: Permitted
- 10.6 Automatic Shifter: Permitted
- 10.7 Ignition: Stutter boxes prohibited. Starting line and or “high side” rev limiters permitted. Two steps, rev limiters or any other rpm limiting devices, legal unto themselves but altered or installed so as to function as a down track rpm controller, prohibited.
- 10.8 Switches and Buttons: All switches and/or buttons must be standard mechanical connection type. Infrared laser, retinal scans, fingerprint, light source or any other non-mechanical type switch and/or button prohibited.

11.0 Pro E.T. (7:50-13.99)

- 11.1 Delay boxes: Prohibited
- 11.2 Throttle Control: the driver’s foot must manually operate Throttle control. Electronics, pneumatics, hydraulics or any other device may no way affect the throttle operations. Throttle timers, counters, prohibited.
- 11.3 Trans-brake: Permitted

11.4 4-wheel line lock; Prohibited

11.5 Automatic Shifter: Permitted

11.6 Computer: Prohibited unless stock vehicle by new car manufacturer. (NHRA Gen. Reg. 9.1)

11.7 Data recorders: (see NHRA Gen. Reg. 9.2 & 9.2A)

11.8 Ignition: Stutter boxes prohibited. Starting line and or “high side” rev limiters or any other rpm limiting devices, legal unto themselves but altered or installed so as to function as a down track rpm controller, prohibited.

11.9 No tow vehicle allowed.

12.0 Sportsman (12.00-Slower)

12.1 Delay boxes, 4-wheel line locks, trans-brakes, automated shifters: prohibited.

12.2 Computer: Prohibited unless stock vehicle by new car manufacturer. (NHRA Gen. Reg. 9.1)

12.3 Data Recorders: (See NHRA Gen. Reg. 9.2 and 9.2A)

12.4 Throttle Control: the driver’s foot must manually operate Throttle Control. Electronic, pneumatics, hydraulics or any other device may in no way affect throttle operation. Throttle timers, counters prohibited.

12.5 Line locks: 2-wheel line locks permitted on non-drive wheels only.

- 12.6 OEM electronics, tachometers, single stage rev limiters: permitted.
- 12.7 Ignition: Stutter boxes prohibited. Starting line and or “high side” rev limiters or any other rpm limiting devices, legal unto themselves but altered or installed so as to function as a down track rpm controller, prohibited.
- 12.8 Switches & Buttons: (See 7.17 above)
- 12.9 No tow vehicles allowed.

13.0 Motorcycle (7.50-14.99)

- 13.1 Delay boxes throttle control: Permitted
- 13.2 Computer, data recorder: Prohibited (See NHRA gen. Reg. 9.1, 9.2 & 9.2A)
- 13.3 Ignition: Stutter boxes prohibited. Starting line and or “high side” rev limiters permitted. Two steps, rev limiters or any other rpm limiting devices, legal unto themselves but altered or installed so as to function as a down track rpm controller, prohibited.
- 13.4 Switches & Buttons: (See 10.8 above)
- 13.5 No Scooters or mini bikes.
- 13.6 Split Tree/Motorcycles: The tree for motorcycle in eliminations is set up for a .500 full tree, those riders wishing to receive a .400 pro tree must display the dial-ins as: (example 9.50P). Time trials will be run separately.

14.0 High school (11.00-Slower)

- 14.1 High School representatives must be enrolled in high school or be a 2009 graduate.
- 14.2 Rear tires: Rear tires limited to maximum 10-inch tread width. Must be a DOT street tire.
- 14.3 Electronics: Same as sportsman above.
- 14.4 Neither the student nor their car may be entered in any other eliminator at the event.
- 14.5 The vehicle must be a street-legal car with a dial-in of 11.99 or slower.

15.0 Jr. Dragster (7.90-Slower) MPH limit 85

- 15.1 Gauges: Tachometer may monitor / display engine rpm only. Play back type tachometer permitted.
- 15.2 Ignition shutoff: Second shutoff to be mounted on driver deflector plate within three – inches of top of roll cage. All connectors must utilize eyelet and screw connections. Push on type prohibited. Six – inch long wire tie must be attached to spark plug wire within one inch of spark plug.
- 15.3 Towing: tow straps may not be attached to any portion of the roll cage.
- 15.4 A fluorescent or brightly color flag attached to Jr. Dragster at anytime vehicle is towed in mandatory.

Bracket Series Payout for Pacific Raceways

<u>Payout</u>	<u>Super Pro</u>	<u>Pro ET</u>	<u>Bike</u>	<u>Sportsman</u>
Winner	\$750	\$650	\$150	\$240
Runner Up	\$250	\$150	\$75	\$120
Semi's	\$75	\$65	\$25	\$60
Quarter's	\$25	\$20		

Minimum Vehicles per Class

50 40 15 30

Admission \$10.00

Tech Cards

<u>Super Pro</u>	<u>Pro ET</u>	<u>Bike</u>	<u>Sportsman</u>	<u>High School</u>
\$45	\$40	\$30	\$40	\$10

THE RACE DIRECTOR'S DECISION IS FINAL IN ALL CASES

The Race Director shall be empowered to permit minor deviations from any of the specifications herein, or impose any further restrictions that in his or her opinion do not alter the minimum acceptable requirements. **NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATION.** Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final and may not be protested in any manner.

The following rules are only a few of NHRA rules you need to meet to race at Pacific Raceways, but they are the most commonly caught by our tech officials.

CREDENTIALS: Driver must have valid unrestricted state-or government-issued driver's license, with no underage driving restrictions (i.e., supervised, provisional, etc.) or NHRA competition license; subject to inspection by officials at any time.

If you run 13.99 or faster you must have a helmet (min Snell 2000).

Roll bar mandatory in cars running 11.00 to 11.49 (including T-Tops) in convertibles running 11.00 to 13.49 (Check the NHRA rulebook)(Sec. 1a-ET racing)

Roll cage mandatory in cars running 10.99 or quicker and exceeding 135 MPH. If floor and firewall are unaltered roll bar permitted. In convertibles running 10.99 or quicker or exceeding 135 MPH, roll cage mandatory.

Fire jackets required for drivers in cars faster than 11.49 SFI spec. 3.2A/1; Drivers in cars running 9.99 and faster must have jacket and pants, meeting SFI spec. 3.2A/5

Master cutoff for battery required for any car where the battery is relocated to trunk. Battery must be securely mounted as describe in the NHRA rulebook.

Catch can required for coolant overflow.

NHRA chassis sticker and license required for cars 9.99 or exceeding 135 mph.

After market harmonic balancer mandatory on all cars running 10.99 or quicker (SFI 18.1)

Driveshaft loop required on all cars running 13.99 of quicker utilizing slicks, except vehicles running 11.49 seconds or slower equipped with street tires.

Shirt, bare legs, tank tops, & bare torsos prohibited when driving in competition regardless of class, E.T. or M.P.H. **All drivers are required to wear full-length pants, shoes, and socks.** Nylon or nylon-type clothing and open-toes shoes prohibited.

Hub caps and trim rings must be removed.

“SPINNER” style wheels or any wheel design that incorporated movable pieces while vehicle is in motion or stationary are prohibited.

PIT AREA: Go to the pit area, park and prepare your vehicle to race. Please allow for as many to park in the pit area as possible. Please read all racer information you were given at the gate. Then report to tech.

RELEASE AND WAIVER OF LIABILITY AGREEMENT FORM:

This form must be signed by drivers and crew before entering the restricted area.

STAGING LANES: Come to the lanes only when your class and assigned lane is called on PA system or 540 AM. When your lane or class is next, make sure you’re ready to race, be sure your helmet is on, your seat belt fastened properly and all windows up.

WATER BOX: Cars with slicks will be guided into the water by the employee operating this area. Start burnout only when starting line/water box. They may, however, then back up to the damp area of the water box to do burnout.

PRE-STAGE: Move forward until both lights on the “Christmas Tree” are lit and prepare for the 3 amber-colored lights (amber spotlights) to count down to the green light. (Leave on the 2nd and 3rd amber light depending on the reaction of you and your vehicle).

STAGING PROCEDURE: When you light your stage beam, you are telling the starter you are ready! It doesn't mean you will be ready in a few seconds. The starter has many responsibilities. He or she watches for debris and fluid on the track, for leaks from under your car, to see if the previous cars have cleared the shutdown area, proper staging procedure, etc. The starter works hard to achieve the fairest starts possible and occasionally a faster or slower start will happen. But it is the same for both drivers! So please RACE YOUR COMPETITION, NOT THE STARTER!! Your last staging motion must be in a forward direction.

When staging "Deep" do not stop your forward motion after the pre-stage light comes on. Proceed to deep position and be ready. Mark "DEEP" on window where starter can see it. When deep staging, you must stage before your opponents stage.

RACE TIME: Go! If your vehicle has problems, pull to the side of your lane and stop. If no problem exists, always clear racing surface before stopping. If you "red light", which is an automatic loss during eliminations, **DO NOT** slow down and take your frustrations out on the next racers waiting to race.

FINISH LINE: Drive past the finish line, **Leave your vehicle in gear** and brake. Turn right at the first exit which you can safely negotiate the turn. Yield the right of way to the vehicle in the right lane when exiting the track.

REMOVAL OF SAETY EQUIPMENT BEFORE EXITING THE TRACK IS PROHIBITED.

Glossary

Aftermarket: Generally the replacement parts and high performance products market.

Air dam: Used to direct or block airflow. Used in front to prevent airflow to undercarriage and intended to prevent turbulence and lift.

Arm restraints: Restraining to restrict arm movement.

Ballast: A controlled amount of weight. Functionally positioned, used to help traction or prevent wheelstands.

Belly pan: Generally, a skin of aluminum or fiberglass used to cover the undercarriage of vehicle, assisting in preventing turbulence and air drag.

Burn out: Spinning of rear wheels at high RPM in water to heat and clean drive tire prior to a run, resulting in increased traction.

Camber: Tilting of top wheels from the vertical. When tilt is outward, camber is positive.

Castor: Tilting of steering axis forward or backward to provide directional steering ability. Positive caster is recommended in drag racing.

Catch-can: A container used to collect liquid overflow preventing spillage on the race track. Also known as catch can.

Christmas Tree: an electronic starting device incorporating calibrated lights displaying a visual countdown for each driver, activated by a designated official.

Chromoly: Also Chrome Moly or Moly. Short for Chromium Molybdenum steel. A very strong tubing highly adaptable for race car construction.

Chute: Short for parachute or drag chute. Used to assist high speed braking.

Competition area: The staging lanes, race track, and return road area.

Delay box: A device that causes a delay between the release of a button and action of the vehicle.

Dial-in: Elapsed time selection which relates to the vehicle's actual elapsed times in practice. The elapsed time racer thinks his car will run.

Driver's suit: Generally, protective clothing made of fire-resistant material.

E.T.: Elapsed time. The total time it takes to go from starting line to finish.

Eliminations: When vehicles are raced two at a time, resulting in one winner and one loser. Loser is eliminated and winner continues to race tournament-style competition.

Fire resistant: Represented by the manufacturer as being fire resistant.

Fishtail: Rear of vehicle swaying from side to side. Generally the result of traction loss.

Flash shield: A device to encompass the air inlet of a carburetor's sides, top, and rear. To protect driver in case of engine backfire.

Foul start: When a vehicle leaves the starting line before the green light starting signal.

Fuel injection: (F.I.) A system replacing conventional carburetors which puts fuel under pressure into combustion chamber or into air flow prior to entering chamber.

Gusset: A reinforcement addition adding web-like or triangular reinforcement to car structure, usually welded in place.

Halon: Special Freon fire extinguisher. (Ref FE 1301)
Generally a 3% to 5% concentration will extinguish fire.

Headers: Fine-tuned exhaust system routing exhaust from engine. Replaces conventional exhaust manifolds.

Hole shot: A starting line advantage achieved by the quicker reacting driver.

Hotchkiss-type: An open exposed driveline assembly. The type of rear suspension in which the springs absorb the rear axle torque.

Ladder bars: A 3 point traction device with two attachment points at the rear axle housing and one point at the frame.

Lexan: A trade name of General Electric used for a durable and clear plastic material. Used for replacement windows and windshields.

M.I.G.: Metal Inert Gas arc welding. Uses a continuous – feed filler rod material pulled through the torch from a roll of wire.

M.P.H: Mile per hour

Magnaflux: The process of using a special electromagnet and magnetic powder to detect cracks in iron which may be invisible to the naked eye.

Nomax: Trade name of Dupont, a fire resistant fabric used in the manufacturing of protective clothing.

O.E.: Original Equipment Manufacturer. Original automobile manufacturer.

Otto cycle: The four operations of intake, compression, power, and exhaust (4-cycle engine). Named for inventor Doctor Nikolaus Otto.

Pilot chute: A spring loaded device which pulls the braking parachute from its pack.

Planetary transmission: A transmission in which the various gears revolve around one another.

R.P.M: Revolutions per minute.

S.E.M.A.: Specialty equipment Market Association

S.F.I: Foundation Inc. – Administers standards for specialty/performance automotive and racing equipment.

Shoulder harness: An upper torso restraining device.

Slider clutch: A multi-disc assembly clutch designed to slip until a predetermined R.P.M. decreases shock load to drive wheel.

Snell: Snell Memorial Foundation. A foundation generally known for its helmet specifications.

Spoiler: See Air Dam.

Spool: A one-piece ring gear carrier providing equal rotational drive to both axles.

Staging lanes: The designed build-up area for lining up before making runs.

Stick: Generally a manual transmission requiring a clutch and gear changes.

Stock: As originally produced by O.E.M.

Street: Equipment generally required by law or needed for legal street operation; license plates, windshield wipers, horn, lights, etc.

Subframe: Utilized in construction of unibody vehicle when a full front-to-rear frame is not used.

Supercharger: Crank driven air/fuel compressor (blower), raises atmospheric pressure in engine resulting in added horsepower.

T.I.G: Tungsten Inert Gas arc welding – uses filler material which is fed into the molten puddle from side of the torch by hand. Produces high quality, but is very time consuming weld. Preferred for race car production.

Tech Committee: Any local dragway or NHRA Technical staff.

Terminal speed: Maximum or top speed at the finish line.

Traction bars: A device to control rear-end torque and stabilizing suspension. Transmits torque to frame, increasing traction.

Transmission blanket: A flexible wrap intended to contain parts in case of transmission disintegration.

Treadwidth: The measurement from centerline of left tire to the centerline of right tire.

Turbocharger: Exhaust-driven intake air compressor (turbo). See Supercharger.

Weight transfer: The setting up of suspension to transfer weight from the front to the rear during takeoff & acceleration. In drag racing weight transfer is critical for traction.

Wheelie bars: Bars with wheels at the rear to prevent excessive front-end lift.

Windscreen: Used to deflect wind and/or debris from driver. Used on some cars in place of windshield.

Wings/Airfoil: Stabilizer generally used to create down forces, increasing stability and tire-to-track adherence at high speeds.