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The Pacific Northwest Drag Racing Association (PNWDRA) is a Non-Profit Entity in Washington State. We will be operating at Pacific Raceways Dragstrip as an NHRA sanctioned track. We produce drag racing events.

All cars that run down the drag strip are required to undergo a technical inspection by the track's Tech Crew. NHRA publishes an annual Rule Book that covers every classification from Top Fuel to ET Bracket Racing and is used by the PNWDRA Tech Crew. Track rules are listed below.

Drag Racing Rules & Regulations (Revised 03/12/2026)

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 Pacific Northwest Drag Racing Association.

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 his or her opinion does not alter 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.

1.0 General Rule Statement

1.1) Vehicles participating in racing events must always appear presentable. Any vehicles bearing advertising or messages deemed inappropriate by the Pacific Northwest Drag Racing Association 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, staging lanes and return road is **10 M.P.H.** Burnouts are allowed in the burnout area (behind the starting line) only. Vehicles with rear brakes only are the only vehicles allowed to burn out across the starting line. Any other vehicle that does may be disqualified.

1.4) Participants at events are expected, and always, are 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 order shall have violated the rules and regulations of NHRA and Pacific Northwest Drag Racing Association may be disqualified from the event or banned from the facility.

1.5) THERE IS TO BE NO ENGINE NOISE PRIOR TO 9:00 AM. In the months of February, March, April, September, October, November and December there is to be **NO ENGINE NOISE AFTER 5:00 PM.** In the months of May, June, July and August there is to be **NO ENGINE NOISE ON CERTAIN DAYS AFTER 11:00 PM.**

2.0 Technical Inspection

2.1) Pacific Northwest Drag Racing Association operates as an NHRA member track and will use the NHRA Rule Book as a guide for inspecting vehicles. Pacific Northwest Drag Racing Association reserves the right to impose additional requirements more stringent than those specified in the NHRA Rule Book.

2.2) Pacific Northwest Drag Racing Association 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 General Rules

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.

3.3) Crew members' ages 16 through 17 years need to have a Minor Release and Waiver of Liability form executed by either parents or guardians to enter the restricted area. Children 15 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 parent(s) or guardians must sign an annual waiver form for minors to enter the restricted area. Minor Waivers are available online. (See www.pnwdra.com website.)

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

3.5) Your dial-in will be displayed on the scoreboards as well as on the dial-in display boards in front of the burnout box. **DO NOT PRE-STAGE YOUR VEHICLE UNTIL YOU HAVE CHECKED YOUR DIAL-IN.** By pre-staging your vehicle, you have accepted that your dial-in is correct. **Your dial-in cannot be changed after crossing the blue line at the front of staging lane.** Motorcycles must report numbers and dial-ins to the tower before eliminations or have them displayed clearly on the Motorcycle. You cannot dial out of your bracket.

Jr. Dragsters must have the dial-ins permanently displayed on their dragsters. **No dial-ins written on tires for any class.**

3.6) Wristbands must be worn for the duration of the event. *No one will have access to the restricted area without a visible wristband; this includes drivers and crew.*

3.7) All warm-ups must be confined to the pit area. Jack stands must be used at all times, and not solely left on a jack. (No Exceptions) A person must be in the drivers seat, and in full control of vehicle while it is running at all times. (No Exceptions)

3.8) ET Bracket Series Competition Numbers. If a racer does not have a current NHRA ET Bracket Competition Number they must purchase a Pacific Northwest Drag Racing Association competition number for \$15.00. Racers who have purchased a PNWDRA membership will not be charged for this number. Racers that come out for Test and Tune only will not be required to purchase a competition number.

3.9) Staging / Time Trials / Eliminations: Do Not pull into the Staging lanes until your class has been called. Please report to the staging lanes when your class has been called. Please Monitor the PA or 540 AM for staging lane assignments and calls. Run order and Lane Assignments for Time Trials on ET Drag Racing Series events are as follows: Sportsman lanes 1 thru 4, Pro lanes 1 thru 4, Super Pro lanes 1 thru 4, Motorcycle, EV, Juniors, High School, Licensing runs, and Specialty Classes will all be in Lane 6. Run order for eliminations on ET Drag Racing Series events are as follow: Sportsman Rd 1, Pro Rd 1, Super Pro Rd 1, Motorcycle Rd 1, High School Rd 1, EV Rd 1, Junior Dragster Rd1, Junior Street Rd1. Round 2 to follow same order unless Race Director makes announcement of change

3.10) Taillights must be on when you leave the front of staging anytime after dusk or when announced. Blinking lights are prohibited.

3.11) All oil must be dumped in the oil receptacles located near the gas pumps and staging lanes. NOTE: ONLY OIL IS ALLOWED, NO AEROSOLS OR OTHER CONTAMINANTS. Please ask the drag strip manager if you have any questions about what can be recycled. Do not leave oil filters, clean up any mess or oil spills. Violations subject to up to \$1000.00 fine.

3.12) Unless actively racing, no one under the age of 16 is allowed to operate a motorized or any wheeled vehicle (including scooters or bicycles) at any time on Pacific Raceways property. Vehicles may be confiscated until the end of the event.

3.13) The gates to the track will be locked 30 minutes after the final car goes down the track for the night.

3.14) Singles for 1st round will be chosen by the best Reaction Time in the final time trial for all categories. Singles will always be picked by best reaction time for each category. If there happens to be a tie with the best reaction time, the single will go to the driver who accomplished the best reaction time first.

3.15) Ladders: Super Pro, Pro and Sportsman will be ladderred after the 3rd round and will be based on reaction time from the prior round. Motorcycle will be on a ladder for 1st round based on their best reaction time in all qualifying sessions.

3.16) Helmets are required for anyone on a pit vehicle other than a golf cart. Helmets are required when using a Moped, Scooter, Bicycle or any other wheeled devices.

4.0 Rain-out/Curfew Policy

4.1) If rain or other occurrences halt racing at any time before the completion of the first round the points for that event will all be 30 points for showing up.

4.2) No refunds at anytime.

4.3) If an event is rained out, we may have other activities to offer for a chance to win a purse for that days event, such as a practice tree tournament. This is at the discretion of the Pacific Northwest Drag Racing Association board of directors.

4.4) The curfew on Friday and Saturday nights Between Memorial Day through Labor Day is 11pm. The last run these Friday and Saturday nights of the A Street Automotive E.T. Drag Racing Series events will be no later than 10:50pm. If we run up against the curfew, we will award points back to the last completed round and the payouts will be divided to all racers remaining in competition from the last completed round.

5.0 Points

5.1) Points if all classes (i.e. Super Pro, Pro, Sportsman, Motorcycle, EV, Jr. Lightning, Jr. Thunder and High School) will be awarded as shown in the NHRA rule book, Section 3, page 4 NHRA Lucas Oil Drag Racing Series Points:

Actual	1st rd.	2nd rd.	3rd rd.	4th rd.	5th rd.	6th rd.	7th rd.	R/U	Win
Field Size	loser	loser	loser	loser	loser	loser	loser		
4 or fewer	33							64	85
5 to 8	32	43						64	85
9 to 16	31	42	53					64	85
17 to 32	30	41	52	63				74	95
33 to 64	30	40	51	62	73			84	105
65 to 128	30	40	50	61	72	83		94	105
129 plus	30	40	50	60	71	82	93	104	115

All event non-qualifiers or no-shows in eliminations who have been through tech, but did not make first round will automatically receive 10 points.

5.2) Tiebreakers: If a tie exists at the end of the season, the first tiebreaker goes to the racer that has the most round wins during the season's events. The second tiebreaker goes to the racer that has the most wins in head-to-head competition. If a tie still exists, then the third tiebreaker will go to the racer with the most overall race event wins in that category.

5.3) You must notify the Pacific Northwest Drag Racing Association via phone or email no later than 14 days from when the race result points are posted after each event. There will be **NO** changes to your points after the 14-day period.

5.4) In order to participate in the 2026 E.T. Racing Series Final at Las Vegas NV. You must be 18 years old on or before November 10, 2026.

5.5) You must sign up for points. PNWDRA members are free. There is a \$30 charge for any nonmembers. Drivers who have entered the point system will receive a 2026 A Street Automotive Gold Cup Series Sticker. This sticker and a Summit E.T. Drag Racing Series decal must be placed on your vehicle. You must sign up for points prior to the start of the 3rd race of the season to receive all points. After that points will not be awarded for prior races. Members are automatically signed up for points based on the date the membership was purchased.

6.0 Summit E.T. Finals

6.1) The NHRA Division 6 Summit E.T. Finals will be held on Labor Day Weekend. This is a “Team Tournament” event where each track in NHRA’s Division 6 sends 60 representatives who, in addition to individual honors, earn points towards a team championship. Team structure: Each team is allowed to bring members who have participated in a minimum of three (3) completed races for each category entered at their track. The breakdown of team members will be: Super Pro – 10; Pro – 10; Sportsman – 10; Motorcycle – 10; EV- 2; High School – 2; Junior Street – 8; Jr. Lightning 4; Jr. Thunder – 4. Racers earn the right to become a Pacific Northwest Drag Racing Association Team Member by earning points throughout the season.

Points will be finalized at the last bracket race of the season unless otherwise stated. In order to attend the ET Finals for Team PNWDRA we **MUST** know your intentions by this date. It is each racer’s responsibility to know their place in the standings; you must notify the Pacific Northwest Drag Racing Association within 3 business days of the final ET Bracket race of your intentions to compete for Team PNWDRA at the Finals. If you have not previously told us your intentions, you will be passed over and your spot will be forfeited. If there are still open spots, those spots will be given to the next eligible racer in any class.

6.2) The Brackets for the E.T. Finals will be as follows:

4.30 – 7.70	<u>Super Pro</u>	(1/8 Mile Electronics allowed)
9.00 – 14.00	<u>Pro E.T.</u>	(No electronics)
11.60 – slower	<u>Sportsman</u>	(No electronics)
7.00 – slower	<u>Motorcycle</u>	(No electronics) Split Tree
9.00 – slower	<u>EV</u>	(No electronics)
11.60 – slower	<u>High School</u>	(No electronics)

6.3) An NHRA competition number is required to compete in the Summit E.T. Racing Series Finals. NHRA forms are available at the track.

6.4) High School competitors’ car may not be entered in the Race of Champions. All High School eliminations will be on Saturday. All High School competitors can race on Sunday in the bracket that they are legal for.

6.5) Pacific Northwest Drag Racing Association requires an acceptable Oil Retention Device (i.e.: Legal belly pan with absorbent pad or engine diaper) for any car running 9.99 or quicker. This will be strictly enforced for all classes.

7.0 General Information

7.1) LED Bulbs will be used on the Christmas tree at all PNWDRA events. The Cross-talk system will be used in Super Pro.

7.2) Compulink TruStart will be in use for all categories using a full tree, except Motorcycle.

7.3) Classes with fewer than 4 participants will be combined with the next class up.

8.0 Buy Back

8.1) The Pacific Northwest Drag Racing Association may allow buybacks if car count and/or time allows. (This will be at the discretion of the Race Director for each event.) Buybacks may be allowed for any race event. Buybacks can be either for first round or second round losers. (Only one buy back permitted for each driver in each category entered). Buybacks will be inserted into the next round. Any driver who has bought back can race for the purse, but their points will not continue after their first loss. (i.e.: if you lose in the first or second round your points will end there.)

9.0 Breakage

9.1) If your vehicle breaks during unloading, at tech, or any other time prior to pre-staging for your first time trial, you will receive full credit for your racer entry fee.

10.0 Running Two Classes

10.1) You will get the same amount of time runs per class that the rest of the field gets.

10.2) Your vehicle must meet the tech requirements for the class you are running in. i.e. Super Pro running in Pro must have the electronics disconnected and removed. Pro running in Sportsman cannot have a transbrake.

10.3) Driver and vehicle MUST be prepared to run back-to-back between rounds of each class, if necessary. (If you are a no show when called to the lanes it will be considered a loss) (NO EXCEPTIONS- We cannot have race delayed for a no show call to the lanes)

10.4) Sportsman Motorcycle can run in Super Pro.

10.5) Racers can compete in two classes with same vehicle. (However, at the ET Finals only one vehicle can be entered in one category.) (i.e.: A racer can compete in two categories but must have separate vehicles for each class at the ET Finals.) Each vehicle may only have one (1) driver. (i.e.: If running in two classes the same driver is required in the same vehicle for each race day event. You cannot have 2 different drivers in same vehicle running the same race day event)

11.0 Super Pro- 1/8 Mile (4.30-7.70)

11.1) Computer: Prohibited unless stock OEM equipment or OEM replacement, or if vehicle has aftermarket fuel injection. See General Regulations in the NHRA Rulebook.

11.2) Data Recorders: Permitted. See General Regulations in the NHRA Rulebook

11.3) Delay Boxes: Permitted. One box/delay device only attached to transbrake and/or throttle timer only. Delay boxes may only display delay amount. All direct wiring must be clearly identifiable to the tech inspectors.

11.4) Transbrake: Permitted. Transbrake switch must be NHRA-accepted; See NHRA Approved list

11.5) Line Lock: Four-wheel line lock permitted. Linelock switch must be NHRA-accepted.

11.6) Automated shifter: Permitted.

11.7) Throttle Control: Permitted per the NHRA Rulebook.

11.8) Ignition: Stutter boxes are prohibited. Three-steps, Two-steps, or single stage rev limiters permitted. Any rpm limiting device legal unto themselves but altered or installed so as to function as a down-track rpm controller, prohibited.

11.9) Switches and Buttons: Must be standard mechanical connection type. Infrared lasers, retinal scan, fingerprint, light source or any other non-mechanical type of switch and/or button are prohibited.

11.10) Compulink: CROSSTALK will be used in Super Pro.

11.11) Tow Vehicles are allowed in Super Pro

12.0 Pro E.T. (9.00 – 13.99)

12.1) Computer: Prohibited unless stock OEM equipment or OEM replacement, or if running aftermarket fuel injection. See General Regulations in the NHRA Rulebook.

12.2) Data Recorders: Permitted.

12.3) Delay Boxes: Prohibited. (Must be completely removed, not just unplugged)

12.4) Transbrakes: Permitted; See approved NHRA transbrake buttons list.

12.5) Line Lock: Four-wheel line lock permitted. Line lock switch must be NHRA-accepted

12.6) Automated Shifter: Permitted

12.7) Throttle Control: Throttle must be manually operated by driver. Electronics, pneumatics, hydraulics or any other device may in no way affect the throttle operation. A dead-stop under the carburetor linkage or gas pedal is permitted. Throttle timers and counters are prohibited.

12.8) Ignition: Stutter boxes are prohibited. Starting line and “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 is prohibited.

12.9) Switches and Buttons: Must be standard mechanical connection type. Infrared lasers, retinal scan, fingerprint, light source or any other non-mechanical type of switch and/or button is prohibited.

12.10) Tow Vehicles: Prohibited.

13.0 Sportsman (12.00 and slower)

13.1) Computer: Prohibited unless stock OEM or OEM replacement or aftermarket fuel injection. See General Regulations in the NHRA Rulebook.

13.2) Data Recorders: Prohibited. See General Regulations in the NHRA Rulebook.

13.3) Delay Boxes: Prohibited.

13.4) Transbrake: Prohibited.

13.5) Line Lock: Four-wheel line lock prohibited. Two-wheel line lock permitted on non-drive wheels only. Line lock switch must be NHRA-accepted.

13.6) Automated Shifter: Prohibited unless OEM equipped. Electronic or pneumatic shifters are permitted; must be manually controlled by driver.

13.7) Throttle Control: Throttle must be manually operated by driver. Electronics, pneumatics, hydraulics or any other device may in no way affect the throttle operation. A dead-stop under the carburetor linkage or gas pedal is permitted. Throttle timers and counters are prohibited.

13.8) Ignition: Stutter boxes prohibited. Single stage "high side only" rev-limiters permitted. 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 is prohibited. Crank trigger system prohibited unless OEM distributor-less ignition. Ignition systems equipped with built-in two step rev-limiters must have the "low side" (start line) function disabled.

13.9) Switches and Buttons: Must be standard mechanical connection type. Infrared lasers, retinal scan, fingerprint, light source or any other non-mechanical type of switch and/or button is prohibited.

13.10) Tow Vehicles: Prohibited.

14.0 Motorcycle (7.00 and slower)

14.1) Delay boxes and throttle control: Permitted.

14.2) Data recorders: Permitted. See General Regulations in the NHRA Rulebook.

14.3) Ignition: Stutter boxes prohibited. Starting line and or "high side" rev-limiters permitted. 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 is prohibited.

14.4) Switches and Buttons: Must be standard mechanical connection type. Infrared lasers, retinal scan, fingerprint, light source or any other non-mechanical type of switch and/or button is prohibited.

14.5) Scooter and/or minibike are prohibited.

14.6) Split Tree: The motorcycle class uses a split tree system. Riders can choose either a .500 full tree or a .400 pro tree for eliminations. Riders wishing to receive a .400 pro tree must have a P displayed next to their dial-in (ex. 9.05P). The riders wishing to receive a .400 pro tree will see a minus sign (-9.05) on the scoreboard. **DO NOT STAGE YOUR BIKE UNLESS YOU HAVE CHECKED TO MAKE SURE THAT YOU ARE RECEIVING THE CORRECT TREE.** There will be no re-runs do to the wrong tree being run.

15.0 High School (11.00 and slower)

15.1) High School competitors must be enrolled in or of eligible high school enrollment age.

15.2) Same rules as Sportsman or Pro.

16.0 Jr. Dragster (7.90 and slower) 85 MPH Limit

16.1) Gauges: Tachometer may monitor/display engine rpm only. Play back type tachometer permitted.

16.2) Ignition Shutoff: Second shutoff to be mounted on driver deflector plate within three (3) inches of the top of the 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.

16.3) Towing: Tow straps may not be attached to any portion of the roll cage.

16.4) A fluorescent or brightly colored flag attached to the Jr. Dragster at anytime the vehicle is towed is mandatory.

16.5) Jr. Lighting is 13-17 years maximum dial 7.90, Jr. Thunder is 10-14 years old maximum dial, over 10 – 8.90, under 10 – 9.90

17.0 Jr. Street (9.00 and slower)

17.1) All vehicles must be street legal, driven in and carry proof of insurance.

17.2) Participants may only drive the vehicle from the staging lanes to the starting line, on the track, and on the return road as far as the time slip booth. The licensed supervising adult must drive the vehicle at all other times.

18.0 Safety In Place

18.1) Pacific Northwest Drag Racing Association will have a 3rd party Safety Team named Race Rescue. The Race Rescue team will consist of two EMT's stationed at the second turnout at the top end of the race track with a vehicle and tools needed to extract a race driver and or support an injured racer. They also have needed equipment to extinguish a fire should that happen and will contact 911 for extra emergency services or life flight if needed.

18.2) There will be a fire suppression / clean up and crash response truck at the back of the starting line area. This will have pressurized holding tank of fire suppressant consisting of water and foaming agent. As well as fire extinguishers and first aid kit.

18.3) Fire extinguishers will be placed Approximately every 400 feet down the track on the outside of the wall between the starting line and finish line. There will be red markings on the barrier walls to indicate their locations.

18.4) The Starter will be communicating with the tower via two-way radio. The starter will maintain visual on the race cars and not allow a race vehicle to start down the track until they have verified all other vehicles have exited the racing surface. Do not proceed to the start line without visual consent from the starter and starting line crew, be prepared to shut off engine or back out if requested by the starter and/or starting line crew as well.

19.0 Pacific Raceways Dragstrip Map

