

WABASH VALLEY *Dragway*

2021 GENERAL TRACK RULES

Questions, concerns or problems during the race should be directed to the onsite Management Team Wabash Valley Dragway LLC. In the matter of interpretation, the decision of the Race Event Director (Troy Mann) is final.

NO GLASS CONTAINERS

1. **NO GLASS CONTAINERS** of any kind are permitted in the staging lanes, burnout area, or other restricted areas as posted.

55 DEGREE RULE

1. If the FORECAST high is not above 55 degrees, overall conditions will be taken into consideration for a safe race.
2. Management will make every effort to give racers as much notice as possible.
3. To receive the most recent up-to-date information, racers will need to sign up for the text notification program.

RESTRICTED AREAS

Please -- **No spectator or crew member under 14** is permitted in the restricted areas, including but not limited to, staging lanes, burnout area or active race surface. Staging Lanes 1-10 will be used for vehicles in competition. The outside staging lanes are to be kept clear for emergency and support vehicles.

The active racetrack from the ready line at the back of the burnout area through the shutdown area and sand trap is a **RESTRICTED AREA**. Only Wabash Valley Dragway staff, officials and safety personnel may enter. Crew members may enter this area for the duration of the racers' run only. **STAY OUT** of these areas, unless a Wabash Valley Dragway official specifically requests your presence.

BEHAVIOR

A responsible, professional, and sportsmanlike behavior is expected of all racers, crew members, and spectators. **Conduct of a crew member is the responsibility of the racer.** Abusive or aggressive behavior towards any track official or employee will not be tolerated and may result in (but not limited to) disqualification of a racer and loss of points for that day's race.

Fighting, including shoving, kicking, throwing punches, or other physical contact, while on the event premises or at Wabash Valley Dragway functions will not be tolerated. Consequences may include disqualification of parties involved, loss of points for that day's race, and may result in suspension of racing privileges and/or admission to the facility for a length of time determined by the management team.

CHILDREN

Parents are cautioned to keep children under supervision in the immediate area of their pit space. The pit area is not an appropriate place for children to roam unattended so please keep them in your sights and out of harm's way. The pit area is full of all kinds of motorized and pedestrian traffic, and a driver's ability to see is greatly restricted by their hood scoops, helmets, shoulder harnesses, roll bars, window nets, etc. allowing minor children into the pits is a privilege, not a right. Parents who let minor children roam the pits unattended will be asked to leave the pit area.

No person under the age of 16 is permitted to operate any motorized vehicles, bicycles, scooters, etc. We place the safety of our children first.

PIT VEHICLES

All ATV's, golf carts, scooters or other pit vehicles must be operated by someone 16 years of age or older, with a valid driver's license – NO Exceptions.

Please be courteous to all participants and spectators while operating the pit vehicle. Pit vehicles operated at dusk or after must have at least one working headlight and one working taillight.

SPEED LIMITS

A 10 MPH speed limit in the pit area is posted and expected.

SPECTATOR/CREW RAIN OUT POLICY

1. There are **NO CASH REFUNDS**
2. If the race is shortened, there will be no spectator/crew rain pass issued.
3. If the race does not begin or it is subsequently rescheduled, a spectator rain check **may be issued upon request.**
4. The spectator/crew must obtain the rain check prior to leaving the facility on the day the event is canceled/rescheduled.
5. The rain check will be honored for the remainder of the season.

PARTICIPANTS RAIN OUT POLICY

1. There are **NO CASH REFUNDS**
2. An event may be rescheduled, shortened, or canceled due to weather, blackout, or any other problem that prevents the completion of a race.
3. Management monitors weather forecasts and attempts to make the call to cancel events at least two hours prior to the gate opening time.
4. Management strives to complete a race once the gates are opened.
5. In the event the gates are opened, tech cards issued, and the race is canceled before competition begins, participants will be offered the option of a full break pass with no points, or a half break pass to keep entry points.
 - a. A full-break pass is a voucher good for the value of the entry paid for that day, which can be used at the facility at any ET points event during the remainder of the season.
 - b. A half-break pass is essentially the same as a full break pass except half the value for entry to the next event. A half break pass also allows the participant to keep the entry points.
6. If competition begins and one or more classes fail to complete two rounds of eliminations the race event director will determine whether the race will be rescheduled or canceled.
 - a. If the event is rescheduled, the tech cards of the racers still in competition will serve as their entry to the rescheduled race. Points will continue with the rescheduled race.
 - b. Should the race be canceled, the racers still in competition will receive a 1/2 break pass and the appropriate points.
 - c. In extreme situations, nearing the end of the season after ET Finals, providing one round of eliminations has completed for all participants, the race director may invoke rule 7 with only one round of completed eliminations.
7. If all classes have completed two rounds of eliminations, the race will be considered finished, and the prize money will be divided among those racers left in competition. ** Wabash Valley Dragway points will be awarded according to individual round wins.
8. If buy-backs were allowed and participants did buy-back, they are still in competition.
 - a. **Example: The 3rd round is started with 20 cars in the bracket. After 3 pairs (6 cars) race, and the race cannot be finished, all racers left in competition, **NOT** including the three racers who lost in that round will split the prize money equally.

CLASS SPECIFIC RULES

FOR ALL CLASSES

1. Each driver of a vehicle entered in any event conducted at an NHRA member track must be at least 16 years of age (except Jr Dragster or Jr Street) and must have either a valid state or government issued driver's license beyond a learner's-permit level or NHRA Competition License subject to inspection by officials at any time.
2. At a minimum, unless otherwise indicated by the rules here or NHRA, the following clothing is required: Full length pants; short or long-sleeved shirt; closed toe shoes and socks. No shorts, midriffs, or tank tops. No open to or open heel shoes or sandals. Synthetic clothing is not recommended.

In all brackets, refer to the **2021 NHRA** Rulebook for applicable vehicle/driver requirements based on individual E.T. and/or M.P.H. performance.

For additional information regarding NHRA rules on General Regulations or the ET Section go to www.nhracer.com and click on "rules" on the left side. All racers have access to these sections of the rule book.

6.40 RULE

NHRA rules state that a competitor must have a valid NHRA license to go faster than 6.40 seconds in an eighth mile, in addition to many safety items. While the rule has existed for some time, there are no penalties clearly defined in the NHRA Rule Book.

At Wabash Valley Dragway, you may not dial below 6.40 in competition if you do not have an NHRA license. If you dial below 6.40 in competition, do not have a valid NHRA license, and are somehow allowed to run, you will receive one warning. If you dial below 6.40 after the warning, you will be disqualified from the event and your points for the entire event will be forfeited. If you dial 6.40 or above, break-out, win, and your ET is under 6.40 seconds, you are allowed to continue without warning or penalty, providing the following does not apply.

If you run below 6.30 in competition, qualifying sessions, time runs, or in testing, and do not have a valid NHRA license, (actual licensing runs excepted) you will receive one warning. Running faster than 6.30 again at the same event, will be cause for disqualification and further passes will be disallowed at that event, at the sole discretion of the event director.

SUPER PRO (4.30-7.99)

1. Computer: Prohibited unless stock vehicle by new car manufacturer. See general regulations 9:1
2. Data recorders: Permitted. See general regulations 9:2 & 9:10.
3. Delay boxes: Permitted, all direct wiring must be clearly identifiable to the tech inspector. See general regulations 8:2 for more information.
4. Trans-brake: Permitted.
5. 4-wheel line lock: Permitted.
6. Automated shifter: Permitted.
7. Throttle Control: Permitted. Including starting line enhancers and throttle stops.
8. Ignition: Timed ignition-interruption devices (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 downtrack rpm controller, prohibited.
9. Switches & buttons: All switches and/or buttons must be standard mechanical connection type. Infrared laser, retinal scan, fingerprint, light source or any other non-mechanical type of switch and/or button prohibited.
10. Tow vehicles are permitted in Super Pro E.T.
11. NHRA license: Required if running 6.39 or quicker.

PRO (5.40-8.99)

1. Computer: Prohibited unless stock vehicle by new car manufacture. See general regulations 9:1.
2. Data recorders: Permitted. See general regulations 9:2 & 9:10.
3. Delay boxes: Prohibited.
4. Trans-brake: Permitted.
5. 4-wheel line lock: Permitted.
6. Automated shifter: Permitted.
7. Throttle control: Throttle must be manually operated by the driver's foot; electronics, pneumatics, hydraulics or any other device may in no way affect the initial throttle operation (devices cannot actuate the throttle without the driver actuating the throttle first). Deadstops under carburetor or gas pedal are permitted. (Starting line throttle limit controlled by a trans-brake or brake switch is permissible.) Throttle timers and counters are prohibited.

8. 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. (Only one, throttle or ignition starting line RPM limiter allowed.)
9. Switches & buttons: See S/Pro #9 switches & buttons.
10. Tow vehicles: Prohibited in Pro E.T.
11. NHRA license: Required if running 6.39 or quicker.

SPORTSMAN (7.50-UP)

1. Computer: Prohibited unless stock vehicle by new car manufacture. See general regulations 9:1.
2. Data recorders: Prohibited. See general regulations 9:2 & 9:10.
3. Delay Boxes, trans-brakes, 4-wheel line locks, Prohibited.
4. Automated shifter: Prohibited unless OEM.
5. Throttle control: Throttle must be manually operated by the driver's foot. Electronics, pneumatics, hydraulics or any other device
6. may in no way affect the throttle operation. Deadstop under carburetor or gas pedal are permitted. Throttle timers, staging controllers, counters prohibited.
7. Line lock: 2-wheel line locks permitted on non-drive wheels only.
8. OEM electronics, tachometer, single stage (high side only) rev limiters: Permitted. 8. Ignition: Stutter boxes prohibited. Single stage (high side only) rev limiters permitted. Starting line rev limiters prohibited. Two or more step rev limiter prohibited, any other rpm limiting devices, legal unto themselves but altered or installed so as to function as a down-track rpm controller, prohibited.
9. Switches & buttons: See S/Pro #9 switches & buttons.
10. Tow vehicles: Prohibited in Street E.T.

REPUBLIC SERVICES HIGH SCHOOL/ JR. STREET CLASS

1. The High School class and Jr. Street class will be combined for 2021.
2. Only those competing in the combined class meeting the requirements for High School are eligible for representing the track at ET Finals in the ET Finals High School class.

HIGH SCHOOL: (7.50-UP)

1. Participant must be at least 16 years of age, no more than 19, and be enrolled in High School during 2021.
2. Participant must have either a valid state or government issued driver's license beyond a learner's-permit level or NHRA Competition License subject to inspection by officials at any time.
3. Tires: All tires must be DOT approved street tire.
4. Electronics: Same as Sportsman E.T. category.
5. Tow vehicles: Prohibited in High School E.T.

Jr. STREET: (9.00-UP)

1. A valid NHRA Jr. Street program participant license and NHRA membership are mandatory.
2. Eligible vehicles include full-bodied cars, trucks, vans, or SUVs. Prohibited vehicles include open-top SUVs or open-top SUV-type vehicles. Convertible tops are allowed but must be closed at all times.
3. Motorcycles and race cars are prohibited.
4. All vehicles must be street-legal and driven in and carry proof of vehicle registration and valid insurance. Vehicles also must display valid license plates and be able to pass all state highway safety requirements for the state in which the vehicle is registered.
5. Participant must be at least 13 years of age and may participate through the year of their 16th birthday
6. All runs must be made with an approved licensed supervising adult, who must be the participant's parent or legal guardian or 25 years of age or older with a valid state driver's license.
7. The licensed supervising adult must be seated in the passenger seat of the vehicle anytime the participant is in the driver's seat.
8. The teen 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.
9. The licensed supervising adult must drive the vehicle in the pits, into the staging lanes, and must take over after the run on the return road past the time-slip booth.
10. Use of seat belts is mandatory for both the participant and licensed supervising adult.
11. Helmets are mandatory for the participant and the licensed supervising adult. Helmet can be either an open-face or a full-face helmet meeting Snell M2010, SA2010, SA2015 or 31.1/2010, 31.1/2015, 41.1/2010, or 41.1/2015 certification.
12. No shorts, bare legs, tank tops, or bare torsos permitted while racing (applies to both participant and licensed supervising adult).
13. May not compete in any other class except Jr. Dragster.

JUNIOR DRAGSTER

Unless specifically addressed here, all other track rules apply.

1. Points will be awarded on days indicated as Junior Points on the schedule.
2. Generally, Junior Dragsters will be allowed to buy back in both rounds one and two. Junior Dragsters do not follow the same buy back rules as imposed on Pro, Super Pro, and Sportsman. Management reserves the right to limit buy backs as conditions warrant.
3. Junior Dragster competitors will be divided into two groups: major and minor. Major will be for ages 13 and up while the minor group will be for 12 and under. The intent is to allow similar age groups to be paired for the first few rounds.
4. Racers will be paired by a draw of cards for the first round.
5. For the second round, winners will run winners, and losers will run losers. A draw of cards will pair winners and losers of round one.
6. All subsequent rounds will be paired by draw of cards whenever necessary.
7. Until a ladder system is in effect, the best winning reaction time from the previous round will have the bye run if there is one and will get lane choice if not.
8. Until a ladder system is in effect, the bye-run will carry over until used or the competitor loses.
9. The two groups will be combined as follows:
 - a. If only one competitor in a group, the competitor will compete with the other group beginning in the first round.
 - b. If there are two competitors in one group we will combine after first round.
 - c. If there are three or four competitors in one group we will combine after second round
 - d. When there is only one left in one group, or a ladder system (rule 7) is invoked.
10. A sportsman ladder system based on reaction time will be used after 3rd round or when there are less than 9 vehicles in competition, whichever occurs LAST. Previous bye-runs are not considered.
11. Lane choice, with the exception of the bye-run is determined by agreement or by a coin-flip.
12. A winner and runner-up trophy (and appropriate cash per the payout schedule) will be awarded at each event. If only one competitor, no trophy or payout will be awarded. Likewise, only entry points will be given to that competitor.

POINTS SERIES RULES

ENTERING THE POINTS CHASE

All drivers who compete at Wabash Valley Dragway in Super Pro, Pro, and Sportsman classes can enter in the E.T. Finals and Track Championship points chase for \$30 per class. Participants who enter points by the conclusion of the third points meet of the season will have all of their points accumulated in previous 2021 points events counted. Racers entering the points chase after the third points meet of the season will have only the previous three points events attended count toward the championships. Only the three events attended closest to the date of points entry will count. Participants may not enter the points after the conclusion of the last points meet in August 2021.

There is no charge for High School/Junior Street or Jr. Dragster points. Jr. Dragster participants will follow the same points format apart from entering the E.T. Finals.

AWARDING OF POINTS

Five points will be awarded for entering each points event. Entering a points event is defined as passing tech inspection with a vehicle (appropriate for the class entered) on the day of the event and turning in the tech card to the tower before the first round of eliminations. The vehicle and driver must stage the car and break the beams. The same vehicle cannot be used for points (or competition) by more than one driver in the same class. Five points will be awarded for a round one win, six points for a round two win, and Seven points for a round three win.

- Points are awarded to a driver in a class, not the vehicle. Drivers who buy-back in are eligible to continue to earn points for round wins following the buy-back.
- Points are posted on the website generally within a few days of the event. Any discrepancies should be addressed with the operators before the next points event.

TRACK CHAMPIONSHIP POINTS

Track Championship Points continue to accrue after the E.T. Finals chase.

TIE BREAKERS

At the final race to determine the points for the E.T. Finals and at the end of the season to determine the Track Championship Points Standings, the following tiebreakers will apply, in order one at a time, until a tie can be broken:

- Number of wins
- Number of events entered
- Most points attained at any one race
- Bought into points at the banquet

E.T. FINALS POINTS

E.T. Finals points chase ends at the final points event in August 2021. The following points earners in each category advance to E.T. Finals in Indianapolis, IN.

- Super Pro – the top ten points earners advance.
- Pro – the top ten points earners advance.
- Sportsman – the top ten points earners advance.
- High School – the top two points earners advance.

The remaining points participants in Super Pro, Pro, and Sportsman classes, and their respective points, will be merged into a single list and will be sorted by points earned in a class. The resulting top nine points earners in the merged list will go to E.T. Finals. The final team position win can be earned in the “UNDERDOG” Race. (see rules below).

The competitors in the merged list will become alternates. In the event any of the 44 competitors choose not to attend E.T. Finals, alternates will be called in order of points to go to E.T. Finals.

Underdog Race Rules

The Underdog Race will be scheduled on the last points race for the E.T. Finals team. To qualify for this race, drivers must have raced at Wabash Valley Dragway at least twice prior to the day of the Underdog Race and be entered into the points program no later than June 1st of that year. Only racers who have not qualified for the E.T. Finals team may enter this race. On the day of the Underdog race, racers must be entered in any regular class program (Sportsman, Pro, Super Pro), as well as the Underdog Race itself. This will be ran as a box\nobox style race. Wabash Valley Dragway will keep box and no box separate until one class is down to one car. There will be no buy backs in this race.

TRACK CHAMPIONSHIP AWARDS PROGRAM

Track Champions of Super Pro, Pro, Sportsman, Republic Services High School/Jr. Street, Jr. Dragster, and PINK Ladies Friday Night Series will be awarded:

1. Customized Jacket
2. Track Champion Trophy
3. And more!

The top performers in each category will also be recognized.

RACE EVENT RULES

ALCOHOL

This is a **zero-tolerance** policy. No driver of a car in competition is to consume any alcoholic beverage. Any driver found to be doing so will be disqualified with points and winnings for the event forfeited and may have further suspension at Wabash Valley Dragway operators’ discretion.

TECH CARDS

Our intent is to provide a safe, fair place to race for every competitor.

The Tech Area is located in the back of the staging lanes or in lanes 9 and 10 as announced.

It is important that every vehicle pass a thorough tech inspection by Wabash Valley Dragway inspectors before racing at Wabash Valley Dragway. The Tech Card requires the participant’s and the tech inspector’s signatures. The tech inspection process is expedited using inspection stickers.

A serialized 2021 Wabash Valley Dragway Inspection sticker system will be utilized. The serial number satisfies the need to have the vehicle inspected every week. Each competitor must bring the car to the Tech Area to be tech’d in by a certified inspector and receive a serialized inspection sticker.

THE COMPETITOR SHOULD FILL THE TECH CARD OUT COMPLETELY EACH WEEK AND INCLUDE THE SERIALIZED INSPECTION STICKER NUMBER ON THE TECH CARD IN THE SPACE PROVIDED.

Once the tech card is filled out and signed by the participant, the card should be taken to the concession stand at the base of the tower.

No vehicle will be allowed to make a pass that does not have a signed tech card in the tower. This is an insurance regulation and will be followed. If a racer makes a pass during time trials (or attempts to make a pass by pulling out of the staging lanes into the chute) without the tech card turned in, the racer will lose ten points for the event.

FINISH LINE

The **SCOREBOARDS ARE AT THE FINISH LINE!!** There is 1140' of shutdown area beyond the 660'.

MULTIPLE CLASS ENTRY

A racer may enter in multiple classes as the event rules will allow. A racer may only enter once in a given class. Likewise, a vehicle may only be entered once in a class. If you enter more than one class, it is your responsibility to return in time for your next round.

BREAK PASS

Very few racers come out on race day with the intent to break their vehicle. However, vehicles do break at the most inopportune times. If a racer's vehicle breaks before or during the first-time trial, so that a full pass is not completed, upon request, you will be awarded a full break pass good for re-entering in the same class at the same event pricing within thirty-days.

BREAK RULE IN COMPETITION

The racer that wins a race is the winner. If he/she cannot return for the next round, his/her opponent (if on a ladder) will receive a competition bye.

CHANGING VEHICLES

If your vehicle breaks in time trials, you may use another vehicle in eliminations providing: the vehicle being used can pass tech and the vehicle to be used is not entered in the same class. Specific events such as the Pink Ladies Series and/or the Fast 33 may have different rules which will supersede this rule.

Once in competition, a racer may **NOT** change vehicles or utilize a substitute driver.

TIME TRIALS

Time run competitors choose odd numbered staging lanes to run the LEFT lane and even numbered staging lanes to run the RIGHT lane. Competitors in the first round of time trials should expect to be paired as needed to ensure timely completion of time trials. Although not desired, multiple single passes will be allowed in the second round to allow competitors an opportunity to complete a time trial in each lane. Competitors **MAY** be offered 2 (TWO) time trial runs. The last time run will be used for "**Dialing for Dollars.**" The cost is \$5 with a 50% payback to the competitor running closest to their dial without breaking out in each class. Red lights do not matter as long as times are recorded. Management reserves the right to forfeit the 2nd run in the event of unforeseen circumstances such as (but not limited to) oil downs, equipment failure, and weather.

BUY BACKS

Buybacks will be allowed in rounds **1 OR 2**

- Round 1 loser will run each other in round 2
- Round 2 losers will run losers in round 3

Only winners will advance from that point. **YOU CAN ONLY BUY BACK ONCE PER CLASS**

There will be no buybacks during the semi-final or final rounds in Super-Pro, Pro, Sportsman, and Pink Ladies classes. This means that no (or no further) buy-backs will be allowed if there are four (4) or less remaining in competition.

RUNNING ORDER

The typical Saturday event running order is Pro, Super Pro, Sportsman, Jr. Dragster, High School/Jr. Street.

CALL TO THE LANES

Three calls to the lanes will be given. A **racer can expect to have a minimum of 10 minutes between same class rounds.** Failure to return to the lanes within 10 minutes of completing the run may result in disqualification.

CLOSING THE STAGING LANES

The staging lanes will be closed for a class round of eliminations when the last vehicle of that class from the chute has been signaled to proceed to the burnout box. This will include each class for buy back cars. Buy back cars which miss the class call will not be eligible to run with the non-buy back cars. Example: when the last car in Pro class buy back lanes has been signaled to proceed to the burnout box, no more Pro Class buy back cars will be eligible to run.

LANE CHOICE

Bracket racing is handicapped so that, in a given class, all competitors have an equal chance of winning. In this same spirit, the management at Wabash Valley Dragway has crafted a plan with regard to lane choice to be more equal to all competitors in a class and be conscious of the need to eliminate possible perceptions of indiscretion by event staff.

Competitors will choose which lane they wish to run as they enter the staging lanes. To run the left lane, pull into the open odd numbered staging lane. To run the right or tower lane, pull into the open even numbered staging lane. Another appropriate lane will be opened as odd or even lanes fill. Once you have selected a lane to run in and have come to a complete stop in that lane, you cannot switch lanes or move in front of or behind a racer for any reason.

If there are more cars in a particular odd or even lane when finished running all pairs, the remaining cars will run nose to tail with the lowest dialed car having lane choice.

When a vehicle selected for a bye-run must run an opponent, the bye-run has lane choice.

When a ladder system is in use, that is ladder initially by reaction time, lane choice goes to the better reaction time from the previous round (Pro, Super Pro, Sportsman, etc.). When the ladder is created using ET, lane choice goes to the faster ET from the previous round (Fast 33, Slammin' 16).

PAIRING

Pairing often (but not always) occurs in the staging lanes. Lane, one runs lane two and so on. While every effort is made to stack the lanes with the same number of vehicles, this is not always the result. Once the first pair of vehicles crosses the line at the head of staging, if a paired competitor in the staging lanes cannot proceed in a timely manner to the chute, the proceeding competitor may receive a competition single. The competitor who cannot proceed loses the round and under no circumstances can reenter competition in that round.

Final pairing occurs when both vehicles cross the line at the head of the staging lanes proceeding to the chute. Once final pairing has occurred, if one competitor cannot continue, the other competitor will receive a competition single.

Once pairing has occurred, unless directed by track officials, should a competitor move their vehicle out of line for any reason, the competitor will be disqualified for that round. As an example, a downtime is encountered on the track and the competitor at the calling line moves the vehicle out of line without being directed to do so by a track official, that competitor forfeits the round. If it is a buy-back round, the competitor can buy-back into competition for the next round.

Since the staging lanes remain open until the last car in the chute is signaled to proceed to the burnout box, and since the bye-run is set aside to run last, the bye-run is almost **never** declared paired. For instance, if another competitor pulls into the staging lanes late and the bye-run is in the chute paired with another racer, the late arriving competitor is paired with the last competitor, and the bye-run vehicle takes the bye for that round. The only exception to this rule is in the event the bye-run vehicle is paired with another vehicle and that vehicle cannot continue after entering the chute. In this case, the bye-run vehicle is given a competition single and carries the bye run into the next round.

BYE-RUNS

Unless a ladders system is in effect, bye-runs are selected by the lowest (best) winning reaction time from the previous round (red-lights will not be considered).

The racer receiving the bye-run opportunity will be set aside until all same class pairs of vehicles in the staging lanes have run. If there is one vehicle remaining, the person receiving the bye-run opportunity will run the remaining vehicle. Racers may receive only one bye-run per class per event unless all remaining racers have also had a bye-run. Racers who were selected for a bye-run opportunity but were required to race the last vehicle in the class, will have lane choice and are not considered to have had a bye-run.

In the event the tower makes an error in selecting a bye-run, and the error is found before any competitor leaves the staging lanes, the staging director will coordinate a swap of the two affected competitors.

Bye-runs carryover from round to round unless a ladder system is in effect. The bye-run rule applies to every round including the final round. Once used or the racer loses the subsequent bye-run will be determined by the lowest reaction time on a winning run from the previous round. Although our clocks determine reaction time to four decimals, a tie, although unlikely, could still happen. In the event of a tie between eligible competitors, the first competitor is the winner.

SINGLE RUNS

On a competition single, or “bye” run, the racer must stage the vehicle under its own power and launch the vehicle. The only way a racer can be disqualified is if he/she drives off the track which includes touching the guardrail and/or crossing the center line. He/she may redly light, LB3A, break out, or not be able to complete the run, and still will be a winner in that round of competition.

LADDER SYSTEM

Pro, Super Pro, and Sportsman classes will be ladderred at quarterfinals (8 or less) by reaction time from the previous round. Prior round bye-runs will not be considered. It is possible a racer may have used a bye in a previous round and get it again in the ladderred rounds. Again, previous bye-runs are **NOT** considered when ladderred at quarterfinals. Once the ladder is established, the same ladder will be used to complete the event.

DIAL-INS

Dial-ins **must be** visibly displayed **before** entering the chute at the head of the staging lanes. NO dial changes are allowed after crossing the line at the head of the numbered staging lanes. Changing your dial-in beyond this point is grounds for disqualification. Your dial should be displayed on the windshield AND passenger window for door cars and on the right-hand side for dragsters. It is the driver’s responsibility to check the accuracy of the dial in on the dial in board and the scoreboards and notify the starting line director of any discrepancies prior to pre-staging. DO NOT pre-stage until the scoreboard indicates your correct dial-in. Pre-staging will indicate to the tower that you accept the dial in displayed on the scoreboard. If you pre-stage on an incorrect dial-in from either competitor, it is a race. **YOU WILL NOT BE REINSTATED IN THE PROGRAM IF YOU FAILED TO VERIFY YOUR DIAL-IN AND IT WAS WRONG.**

BURNOUTS

There is plenty of area between the water box and starting line for burnouts. No burnouts are to be done in any other non-designated areas. Penalties may include disqualification from the event and loss of points earned for the event. The race event director decision is final.

CROSSTALK AND AUTO START

We use Crosstalk and Auto Start functions during eliminations. Super Pro will use both Crosstalk and Auto Start. All other classes will only use Auto Start. Crosstalk may be deactivated on a run-by-run basis by placing an “N” after the dial in. The competitor knows that crosstalk has been turned off by a minus sign in front of the dial on the scoreboard.

SUPER START

Super Start is on in the Super Pro Category and any other category utilizing Crosstalk. With Super Start on, a competitor may not deep stage. Doing so is an automatics disqualification (red-light). Super Start is on whenever the blue light is activated on the tree. Super Start cannot be selectively deactivated.

AUTO START

Auto Start allows 10 seconds after three bulbs are on for the remaining vehicle to complete the staging process. Three bulbs can be accomplished in many scenarios including one racer deep staging and the competitor prestaging. In this scenario there are only two bulbs lit, but effectively three bulbs have been activated. If it takes the second car longer than 10 seconds to stage, the Auto Start will give the second car a red-light foul, resulting in disqualification.

COURTESY STAGING

ALL competitors at points events MUST observe courtesy staging. This means that you are **NOT** to fully stage your vehicle until your competitor has pre-staged! You will receive one warning per event during eliminations. Your second infraction will result in disqualification of the round.

Failure to stage upon the starter's order is an automatic disqualification.

DISQUALIFICATIONS

If you are disqualified for an infraction of NHRA or Wabash Valley Dragway rules, your competitor will advance to the next round (and receive round points) providing your competitor is not also disqualified. In the unlikely event both competitors are disqualified, neither driver will advance.

STAGING

All vehicles must self-start and self-stage (removable starters permitted as NHRA rules allow). Push-starting a vehicle or push-staging a vehicle is prohibited. This rule also applies to single runs.

If you stage, you have agreed to every condition of the race and there will be no re-run, even if both drivers agree. Backing out of the staging beams for a second attempt to stage when the competitor's pre-stage and or stage beams are lit is **PROHIBITED** unless so ordered by the starter. Your final act of staging must be a **FORWARD** motion.

DEEP STAGING

Deep staging is allowed in all classes but not guaranteed. If the auto start does time out, the racer attempting to deep stage, but not yet deep staged, will receive a green light (if the racer has activated the stage bulb). Competitors of deep stage racers need not (should not) wait for the competitor to go deep before staging their vehicle. If competitors wait for the deep stage racer to deep stage, it is possible that the competitor will receive a time-out foul (red light) for waiting on the racer to deep stage.

DISPUTED RUNS

Any disputed run, regardless of reason, must be reported to the race event director. **ALL RACE EVENT DIRECTORS DECISIONS WILL BE FINAL.**

Run disputes include **ONLY** the drivers involved.

DO NOT enter the Control Room in the tower during competition to attempt to resolve the dispute.

RERUNS

Every race should have a winner and a loser. Sometimes, however, problems arise that are beyond our control. For example: storms that produce lightning strikes within five miles of the track can stop the timing system clocks. At the sole discretion of the event director, should a situation occur that warrants such action, **BOTH** competitors will be advanced to the next round providing a ladder is not in effect and providing it is not a money round. A rerun of just the affected pair will occur only if it is a money round or if a ladder system is in effect.

TAILLIGHTS

Every race car must have a working taillight. **If the track lights are on, your lights need to be on.**

RIGHT OF WAY

Since all exits are on the right side of the track, the car in the right-hand lane has the right of way at the end of the track.

CALL TO PROCEED

Racers will be given two minutes to get onto the track after given the call to proceed from the chute (in case of mechanical malfunction). If the racer cannot proceed, the other racer will be given a competition single. If a competitor is asked to stop or turn off their car in the water box due to track preparations, the racers will receive two minutes to restart their cars and proceed to stage-in.

COOL DOWN

Racers will be granted a minimum of 10 minutes of cool down time between same class rounds. Failure to go to the lanes when called will result in being **DISQUALIFIED!!**

PARACHUTES

All vehicles going 120 MPH or faster must have a working parachute. At Wabash Valley Dragway, there is 1140' of ample shutdown area with a sand trap on the left-hand side for the last 100'. We ask that you respect the finish line and consider pulling your parachute for added safety.

EXTREMELY LOW NUMBER OF PARTICIPANTS IN A CLASS

****APPLIES TO ALL CLASSES EXCEPT JUNIOR DRAGSTERS****

COMPETITION

If there is only one competitor, in addition to time trials, the competitor will be awarded three passes during eliminations in normal class rotation. Since there was no winner, only entry points will be awarded.

In the High School/Jr. Street class, if there is only one HS competitor and no Jr. Street competitors, that HS racer will run in the Sportsman class and collect points for the High School class. The competitor may buy-back at the High School price. Note that Jr. Street competitors may not compete in the Sportsman class.

If there are two to four competitors in a class, double elimination rules will be used. No buybacks will be allowed. In double elimination, each competitor faces a different competitor each round. If there are four competitors, the two losers will face off in the second round as will the two winners. In a bye-run situation, the bye-run will run the loser of the previous round (providing the loser is still in competition). A competitor is eliminated from competition after losing the second time. Points are awarded for round wins as previously discussed. **Five or more competitors in a class will be run according to standard procedures.**

BUY BACKS

There will be no buybacks during the semi-final or final rounds. This means that no (or no further) buy-backs will be allowed if there are four (4) or less remaining in competition.

PAYOUTS

If the minimum car count is not met, per the posted guidelines, the payout is based on total entry fees for the class (40% Winner, 20% runner-up, pass backs to semi-finals). There will be no quarter final payouts. If we have two (2) to four (4) competitors, payout will be made only to the winner.

If there is only one competitor, since there is no winner, there will be no payout.

Rules are subject to change without notice. Please check our website periodically at www.wabashvalleydragway.com for any changes.
Responsible and professional behavior is expected and appreciated!