



OFFICIAL BRACKET DRAG RACER HANDBOOK

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wirmotorsports.com

PLEASE NOTE: These regulations are patterned after those in use in prior years. In the event that some policies require change, the staff and management at Wisconsin International Raceway have authority to make changes, as necessary.

For questions, please contact:

dan@wirmotorsports.com

Amendments from previous version

It is highly recommended for all participants to read through this Handbook thoroughly to remove any questions or concerns during the season. After the original publication of this handbook amendments will be itemized here for reference.

Welcome to Wisconsin International Raceway

“Where the big ones run!”

This hand-book contains rules and procedures for all who attend drag racing events at Wisconsin International Raceway and general guidelines which apply to all drag racing events. We trust it will be helpful to you.

We advise you to carefully read all contents.

DISCLAIMER

It is essential for every participant to understand this fundamental rule of drag racing: Prime responsibility for the safe condition and operation of a vehicle in competition rests with the vehicle owner, driver, and crewmembers. The track operator's main concern is to provide a place to conduct events. IHRA and Wisconsin International Raceway produce guidelines based on experience and circulate information to help perpetuate the sport. Close observance of the standards set forth in this handbook is required for all participants, including owners, drivers, and crew members. However, drag racing is dangerous. Therefore, no express or implied warranty of safety is created from publication of or compliance with IHRA & Wisconsin International Raceway rules, nor does compliance with IHRA & Wisconsin International Raceway rules guarantee against injury or death to participants, spectators, or others.

Upon entering an event, racers agree to follow the rules, and that all interpretation of the rules, questions and protests are left to the discretion of race officials. The Race Director shall be empowered to permit deviation and to impose further restrictions on any of the specifications herein. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS. Interpretation of these rules is left to the discretion of track officials. Their decision is final.

Drag racing is a dangerous sport. There is no such thing as a guaranteed safe drag race. Drag racing always carries with it the risk of serious injury or death in any number of ways. This risk will always exist no matter how much everyone connected with drag racing tries to make our sport safer. Although Wisconsin International Raceway works to promote and enhance the safety of the sport, there are no guarantees that such safety measures will guarantee or ensure safety. The participant always has the responsibility for the participant's own safety, and by participating in drag racing, the participant accepts all risks of injury, whether due to negligence, vehicle failure, or otherwise. If at any time a participant does not accept these risks, the participant agrees not to participate in drag racing.

Each participant must read and understand the following disclaimer, this disclaimer is part of your official tech card and must be read and signed before any competitor is allowed to participate.

In consideration for being allowed to participate in events at this facility, I affirm that I have read, understand, and agree to be bound by all IHRA rules, regulations, and agreements, including, but not limited, to those contained in the IHRA Rulebook, with specific reference, but not limited to the rules, regulations, and agreements contained in the Administration Procedures and Appeals Section of the IHRA Rulebook that are incorporated herein by reference. I have the authority to bind the vehicle's owner to these terms if the owner is someone other than myself. I agree that IHRA and this facility make no representations, warranties, or assurances that a technical inspection, including review of any written information, will:

- Detect every or any vehicle, equipment, clothing, or rule compliance problem; or
- Prevent injury, death, or property damage.

I agree that I bear the ultimate responsibility at all times to ensure the safety of the vehicle, equipment, **and clothing in question, and for compliance with all IHRA rules, regulations, and agreements referred to above. I agree that I am in the best position to know about the construction and operation of the vehicle, equipment, and clothing in question, and compliance** with all IHRA rules, regulations, and agreements referred to above. I agree that participation in any and every aspect of the sport of drag racing is a privilege, not a right, and wish to participate in accordance with all the foregoing.

WISCONSIN INTERNATIONAL RACEWAY is an IHRA Member Track

We follow the rules and regulations of the International Hot Rod Association. If you are not already a member, we encourage all drivers to become IHRA members. The IHRA Rulebook is an important source of information. It lists safety requirements for your race vehicle to pass tech inspection prior to racing. Every competitor should possess and read the IHRA Rulebook. Those are the rules we enforce. We also have certain expectations of behavior. SAFETY is at the top of the list.

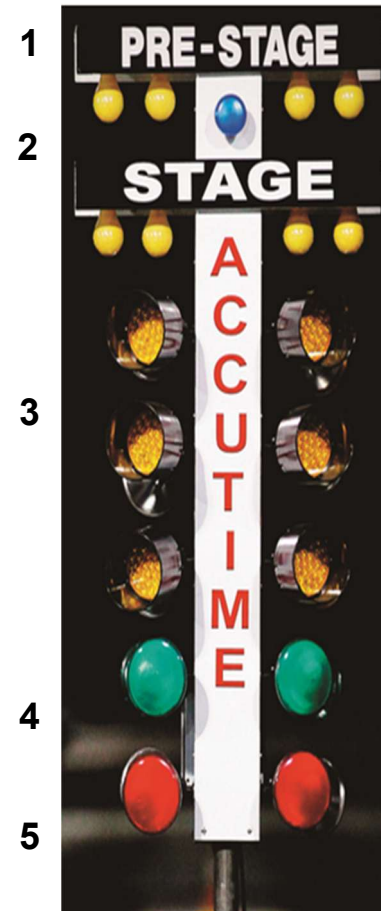
The speed limit at Wisconsin International Raceway is 10 MPH in all areas

except the racing surface. Violators endangering others with reckless and inconsiderate driving habits, whether in a race vehicle or pit vehicle, will be expelled from the facility, along with their entire crew and race vehicle. Burnouts are permitted only in the burnout box. ABSOLUTELY no one under the age of 16-years-old without a valid state driver's license may operate a support vehicle at ANY time (ATV, golf carts, pit bikes, etc.).

Abusive, profane, or offensive language is not tolerated. It is grounds for immediate disqualification from an event, suspension of racing privileges, and the right to attend future events at Wisconsin International Raceway. The severity of such action shall be determined in the sole and absolute discretion of Wisconsin International Raceway Officials.

This standard is upheld both at the facility and online. Unprofessional comments made in person and online are extremely detrimental to the spirit of drag racing and make promoting our sport difficult. If you ever have a concern regarding any aspect of the operations at Wisconsin International Raceway, please contact an official and politely discuss your concerns. No racetrack benefits from criticizing comments online.

All race vehicles must pass tech inspection. Proper safety equipment and apparel are required, as outlined in the 2025 IHRA Rulebook. Those who do not meet the requirements will be rejected by the Tech Official.



THE TIMING SYSTEM

0. The **Flashing Blue Light** is activated by the tower timing operator signaling you may now begin staging. Do not begin staging before the blue light is flashing.

1. The **Pre-Stage Lights** are turned on by infrared beams that run across the race track. They are used to show where the vehicle is on the racetrack.

2. The **Stage Lights** are activated when the racer has their vehicle pull 7 inches further forward from the Pre-Stage Light, activating the Stage Light. This indicates that the driver and vehicle are ready to make a pass.

3. With the driver ready to make a pass, the three **amber lights** will activate in order (all at once for a Pro tree, or sequentially separated by .5 tenths of a second for a Full tree). The driver's job is to 'anticipate' the green light coming up, not leave when the green light turns on.

4. If a driver leaves the starting line and the **green light** is on, the driver succeeded on leaving 'on-time' per say not leaving too early.

5. When a driver leaves too early, the **red light** will turn on. Using the example of an Olympic foot race, the red light would come on when a sprinter leaves before the gun fires.

The optimal reaction time for a racer to have is a .000, dubbed a Perfect Reaction Time. To do this, the driver will have to do a perfect job of anticipating the green light turning on. The reaction time is a crucial part of bracket racing, as anything slower than a .000 reaction time works towards your 'handicap'. Referring to an Olympic foot race, having a slow reaction time is no different than an Olympic official firing his starting gun, and the sprinter having a late start. The sprinter still has a chance to win (as opposed to leaving too soon and being disqualified for red lighting).

ACCUTIME — Wisconsin International Raceway uses the latest Accutime Timing System.

AUTOSTART — The Autostart System will automatically start the Tree at a random pace within a given window. When both drivers are Pre-Stage, the starter will flip the Autostart switch. When one driver stages, the other will have 10 seconds to stage their car, otherwise the Compulink system will 'time them out' and disqualify them. Once both cars have staged for approximately one second, the Tree will come on after a random variable of time later, depending on the class.

COURTESY STAGING — Out of courtesy to your fellow competitor, courtesy staging is recommended but not enforced. As you stage your vehicle, please pull forward until the first light (pre-stage) comes on. At that point, you should wait until the car in the opposite lane has done the same. When both cars have pre-staged, either one may then pull into the second beam which fully stages that car. PLEASE NOTE: The system registers a car as staged if the stage light is on for at least 0.6 seconds. Therefore, be extra cautious when "bumping" into the lights.

GENERAL REGULATIONS & STANDARD OPERATING PROCEDURES

ALCOHOL — Anyone caught by a track official consuming alcohol in the pit area at any time prior to the conclusion of the full event you will be disqualified. Disqualification will include the event itself and will forfeit all points accumulated for the season up to that point. See IHRA rules on drugs and alcohol.

ANTIFREEZE — Not permitted in any vehicle going down track.

BREAK OUT — All vehicles will be handicapped off entrants dial-in. Breakout is disqualification. If two vehicles break out, the one who breaks out the least is the winner. If both vehicles break out by the same amount, winner will be determined by race computer printout.

BROKEN ENTRIES — If you win your round and your vehicle is broken, you will receive next round loser money and points. Do not attempt to bring a broken entry back to run. Notify race officials you are broke. Broken entries before competition begins will not be allowed to enter to obtain two points for entering. Once your vehicle enters the burn out box no refunds will be issued. No broke entry.

BURNOUTS — Only permitted in the burnout box. Absolutely no burnout in the staging lanes. All stationary burnouts must be done on the concrete burnout box. Do not start your burnout until the pair on the starting line leaves. Allow dragsters to do burnout first.

BUY BACKS — Available in all competition categories. Racers pay fee upon entering staging lanes when called. Racers are eligible for buy backs if they did not win in Round 1 of competition.

BYE RUNS — In the first round of competition classes, the single will be offered to racer with the best reaction time in previous time trial. In round two and beyond, the competitor with the best WINNING REACTION TIME from previous round will be given the bye. Bye will carry over to following round of eliminations if racer who was selected won in previous round and did not use their bye run.

CAR NUMBERS — required 4" high by 1 1/2" wide on drivers side.

CHASSIS CERTIFICATION — all vehicles running 9.00 and quicker must have chassis certification.

CLOTHING — ALL drivers and passengers required to wear full-length non-synthetic pants; short- or long-sleeved shirt, and closed toe shoes. *Shorts, tank tops, open-toe/heel, or sandals are prohibited.* Drivers are required to have the applicable SFI Jacket, Pants, and other safety equipment based on IHRA Regulations for the ETs and Speeds they are traveling. Motorcycle driver see Motorcycle Required Equipment in this document.

COMPUTER & DATA RECORDERS — Allowed for Test and Tune. Not allowed for IHRA Summit SuperSeries Bracket Races (including qualifying).

DIAL-INS — ***Must be visible from the tower***, placed on driver side window. Dial-in boards must be mounted to the left (driver) side of a race vehicle and visible to race control personnel. Failure to have clear legible car numbers and dial-ins are grounds for disqualification. Dial-ins are considered locked when vehicle is staged, meaning you have accepted your dial-in. It may not be changed. Dial-ins are the racer's responsibility and must be legible from race control.

ABSOLUTELY NO RE-RUNS DUE TO INCORRECT DIAL-IN

DEEP STAGING — Permitted in all classes. Not guaranteed.

DELAY BOX — Penalty for using a delay box in a no box class will result in disqualification, loss of prize money for the events and loss of all points earned for the season up to and including the event where the

disqualification occurred. Additionally, a cash fine of \$500.00 payable to the point fund for the division the infraction occurred in. Driver and vehicle may NOT race again until the fine has been paid in cash. Random inspections by track officials during eliminations is allowed.

DRIVERS — All drivers are required to have a valid state issued driver's license or IHRA Competition License. All drivers under the age of 18 must have a parent permission form on file which is **signed by both parents** prior to passing tech inspection. If not signed at track in front of a track official the form must be notarized. Drivers running 9.99 and quicker must be IHRA licensed. Access the IHRA membership center at <https://www.ihraracer.com/>.

ENTERIES — Drivers may only enter one vehicle per class. Drivers may enter a maximum of two classes per event. Two qualifying passes per class entered. Additional time runs may be purchased for \$50.00. This money is paid to the winner of class the time run is being made in.

HELMET — In the interest of participant safety, all drivers are required to have an approved SFI or SNELL helmet. See the 2025 IHRA Rulebook or a Wisconsin International Raceway Tech Official for questions regarding legality of a helmet.

LANE CHOICE — Assigned lanes for left and right will be utilized. Odd numbered lanes will be for the 'right' lane, even numbered lanes will be for 'left' lane. If at the end of the session there is a single lane of competitors, the first competitor in the front of the line will receive the desired lane, the competitor immediately following will be put in the opposite lane. Unless instructed to do so by a track official, lining up in the wrong lane during eliminations will result in disqualification.

MOTORCYCLE REQUIRED EQUIPMENT — All Racers must have full-face Snell 2015, or newer, helmet, gloves, shoes that cover the ankle, leather above-the-ankle boots recommended, leather or Kevlar jacket, and chain guard to rear axle. 9.99 E.T.s and faster must have full leathers. Most motorcycles produced in the last 20 years or so have tip-over sensors that automatically shut off the engine. Tip-Over Sensors are designed to detect when a motorcycle has tipped over or is in a dangerous situation, and they automatically shut off the engine to prevent further damage or injury. Motorcycles not equipped with tip-over sensors must have a working tether cord.

OIL CONTAINMENT DEVICE — Mandated on any car running 9.99

and quicker or over 135mph. Recommended on all vehicles.

PASSENGERS — Not permitted in vehicles running quicker than 14.00 or during eliminations.

PIT VEHICLES — ABSOLUTELY no one under the age of 16-years-old without a valid state driver's license may operate a support vehicle at ANY time (ATV, golf carts, pit bikes, etc.). Must have race vehicle number clearly marked on the pit vehicle. No joy riding of any kind. No pit vehicle operation after the completion of the event. After one warning, racer will be disqualified for the event. All points and money earned will be forfeited for the event the infraction occurred at. No bicycles or scooters allowed in the pits period.

RANDOM PAIRING — You are considered paired with another competitor once instructed by a staging official. Once paired, if one competitor encounters issues (not starting, broken or unable to make the call when so directed by the staging lane director), they will be given a reasonable amount of time to attempt repairs before the other competitor will receive a bye run. The competitor able to make the call must stage under engine power and take the tree to advance to the next round unless otherwise instructed by the Race Director.

RED LINE — Racer assistance is limited to ONE crew member for burn out and starting line staging. No one other than a single racer assistant is permitted beyond the red line separating the staging area and the burn out box.

RED LIGHT — Red light is automatic disqualification. Break out rules are not in effect on a red light. In case of dual infractions on an eliminator run, the worst infraction will be disqualified.

RE-RUNS — Track officials will decide if a re-run is necessary. In the event of a re-run, competitors are **NOT** permitted to change their dial-ins. Failure to appear for a rerun when directed by an official is an automatic disqualification. Competitors will remain in the same lanes they originally made a pass in prior to the re-run.

RESTRICTED ACCESS — Drivers and crew must sign the Release & Waiver of Liability form at each event. Violations will result in consequences. Parents must sign a Minor Release and Waiver of Liability and Indemnity Agreement for any minor under the age of 18.

RUN TIME — Racers will be given an adequate amount of time from when their class is completed to the time their class starts again. Adjustments are under Race Director discretion. Double-entered drivers do so with the understanding they are taking a greater challenge than single entered drivers.

SEAT BELTS — The two year belt rule will be enforced for all aftermarket belts.

STAGING LANES — You must enter the staging lanes at the rear, not from the side (does not pertain to bikes or juniors). Once you are in the lanes during an elimination round, you may not back up, switch lanes or pull out of the lanes. Failure to follow this rule will result in disqualification, loss of money and points earned for the event. **Children are not allowed in the staging lanes.**

TAIL LIGHTS — all vehicles must have one working taillight, size 2 inch minimum and visible 180 degrees from the rear for a distance of one half mile.

TEAM DRIVERS — In 2025, there will be no team drivers or points in all classes.

VEHICLE STARTING — No push or rolling starts, all vehicles must be self-starting.

RAIN OUTS & CREDIT POLICY

We will make every effort to complete a scheduled race. However, if a race gets rained out during eliminations, drivers earn points based on the last fully completed round in their category. As an example, if a race is halted at any point after the start, but prior to the completion of round four, all drivers in competition would get points and split payout based on the results from round three. If a race is called after the completion of round one, but prior to the start of round two, payout and points will be split amongst **ONLY** the first-round winners. Credits for rainouts are as follows: 1) an event called prior to start of time trials will receive 100% credit. 2) an event called after completion of one round of time trials but prior to eliminations (or in the case of a test and tune, before the halfway point of the event) will receive 50% credit. 3) an event called after eliminations have started (for test and tune, after the halfway point of the event) will receive no credit. In all cases, the Race Director will make the final decision. All attendees are required to hold onto their credit received at the Main Office to claim credit for a cancelled event. Credits must be used prior to the end of the following race season.

FAILURE TO PASS TECH INSPECTION

It is the responsibility of the driver to only enter a car into competition that will pass tech inspection for the class into which it was entered. In the event that a car does not meet the safety standards, the racer will be charged for the spectator fees for that event, but the racer portion will be refunded in the form of a future credit. No points will be awarded.

2025 IHRA Summit SuperSeries POINTS

Results will be posted at wirmotorsports.com as soon as possible following a points event.

1. Each valid entry is worth two points. You receive 1 point per round run. Event winner gets two points more than runner-up.
2. Points do not interchange between divisions. Points stay with the driver.
3. In 2025, there will be no team drivers or points in all classes.
4. If you have a discrepancy with your points, you have one event to reconcile the problem.
5. In case of a tie in season ending points, 1st place tie will race off, weather permitting. If weather does not permit to race off refer to first tiebreaker rule. All other position ties will be as follows. 1st tiebreaker, the racer running the greatest number of rounds in the final event will prevail. If it is still tied or multiple position tie, best reaction time will prevail, (best to worst) until all ties are broken.

QUALIFYING RUN ORDER

Run order in affect at all Summit SuperSeries Bracket Events

Street Eliminator	Lanes 2,3,4 & 5
Hot Rod Eliminator	Lanes 2,3,4 & 5
Motorcycles/Sleds	Lane 1
Junior Dragster	Lane 1
Top Eliminator	Lanes 2, 3, 4 & 5

2025 IHRA Summit SuperSeries CLASSES

TOP ELIMINATOR (1/8 MILE)

7.49 and quicker. Box allowed.

HOT ROD ELIMINATOR (1/8 MILE)

9.50 and quicker. No box allowed.

STREET ELIMINATOR (1/4 MILE)

12.00 and slower. No box allowed. Must run street legal tires and mufflers.

BIKE/SLED (1/4 MILE)

All E.T.s. No box allowed.

JR Dragster (1/8 MILE)

All E.T.s. After the initial burnout, racers may be pulled back ONE time prior to approaching starting line.

RACING RUN ORDER

Run order in affect at all Summit SuperSeries Bracket Events

Street Eliminator	Lanes 2 &3
Top Eliminator	Lanes 4 & 5
Hot Rod Eliminator	Lanes 4 & 5
Motorcycles/Sleds	Lane 1
Junior Dragster	Lane 1

2025 CLASS, RACE ENTRY FEES & WEEKLY PAY OUT

TOP ELIMINATOR 1/8 MILE 7.49 & QUICKER BOX

RACE ENTRY FEE \$100

Winner \$1,000.00
Runner-up \$500.00
Semi Finals \$200.00

Buy Back \$40

HOT ROD ELIMINATOR 1/8 MILE 9.50 & QUICKER NO -BOX

RACE ENTRY FEE \$100

Winner \$1,000.00
Runner-up \$500.00
Semi Finals \$200.00

Buy Back \$40

STREET ELIMINATOR 1/4 MILE 12:00 & SLOWER NO BOX

RACE ENTRY FEE \$50

Winner \$250.00
Runner-up \$150.00
Semi Finals \$50.00

Buy Back \$20

MOTORCYCLE & SNOWMOBILE NO-BOX 1/4 MILE

RACE ENTRY FEE \$35

80% Payback
Winner 50%
Runner-up 25%
Semi Finals 25%

Buy Back \$15

JUNIOR DRAGSTER 1/8 MILE

RACE ENTRY FEE \$35

Winner \$75.00
Runner-up \$35.00
Semi Finals \$20.00
Trophy to Winner

Buy Back \$20

WIR IHRA Summit SuperSeries
Bracket Racing
KEY 2025 CHANGES

1. Lane Choice – Assigned lanes for left and right will be utilized. Odd numbered lanes will be for the 'right' lane, even numbered lanes will be for the 'left' lane. If at the end of the session there is a single lane of competitors, the first competitor in the front of the line will receive the desired lane, the competitor immediately following will be put in the opposite lane.
2. Entry Fees. See new fee schedule published in racer handbook.
3. Payout. See new payout schedule published in racer handbook.
4. Pit Vehicles rules will be enforced. Absolutely no one under the age of 16-years-old without a valid state driver's license may operate a support vehicle at ANY time (golf carts, pit bikes, etc.). See racer handbook for complete pit vehicle rules.
5. Oil Containment Device mandated on any car running 9.99 and quicker or over 135mph. Recommended on all vehicles.
6. Top Eliminator and Hot Rod Eliminator competition now 1/8 mile at all WIR IHRA Summit SuperSeries bracket racing events.