

DRIVERS INFORMATION



www.torontomotorsportspark.com

DIRECTORY

Director of Race Operations

NEALE ARMSTRONG
1040 KOHLER ROAD
CAYUGA ONTARIO CANADA
NOA 1E0

neale@speed7racing.com

PH# 905 772 0303
FAX# 905 772 1380
CEL# 905 818 4018

General inquiries
info@torontomotorsportspark.com

866-824-RACE (7223)

PAST CHAMPIONS

1995 CHAMPIONS

Super/Pro
JEFF "RED DOG"
PEAIRE

Pro
DAVE COMEAU

Street
NON CONTESTED

Bike/Sled
BLAKE HICKS

1999 CHAMPIONS

Super/Pro
PETER VAN BAALEN

Pro
DAVE COMEAU

Street
WAYNE KENNEDY

Bike/Sled
BLAKE HICKS

Extreme/Import
PAUL BAKKER

Super/Import
ANDY GROSS

Turner Import
DAVID BREWDA

Sub Comp/Domestic
DEAN STILLIE

Sport Bike
SEAN HAYDORN

**Tom Gordon
Memorial Award**
DAVE COMEAU

**Mehlenbacher
Family Spirit**
RICK DENNIS

Staff Appreciation
RICHARD ILIFFE

1996 CHAMPIONS

Super/Pro
AL PAWLUK

Pro
BOB HANNAH / ED
NASH

Street
NON CONTESTED

Bike/Sled
PETER STEWART

2000 CHAMPIONS

Super/Pro
TED BARNES

Pro
STEVE JENNINGS

Street
KEVIN JONES

Bike/Sled
BLAKE HICKS

Extreme/Import
PAUL BAKKER

Super/Import
ANDY GROSS

Turner/Import
ANDRE BENNETT

Sub-Comp/Domestic
DEAN STILLIE

Sport Bike
ALAN OSBORNE

**Tom Gordon
Memorial Award**
STEVE JENNINGS

**Mehlenbacher
Family Spirit**
DAVE COMEAU

Staff Appreciation

1997 CHAMPIONS

Super/Pro
CLAUDE LOSIER

Pro
BOB RICHARDS

Street
JOHN VAN SICKLE

Bike/Sled
BLAKE HICKS

2001 CHAMPIONS

Super/Pro
TED BARNES

Pro
DAVE COMEAU

Street
STEVE DUTTON

Bike/Sled
BLAKE HICKS

**Tom Gordon
Memorial Award**
DAVE COMEAU

**Mehlenbacher
Family Spirit**
JOE VERES

Staff Appreciation
PATRICK O'NEIL

**Digger O'Neill Spirit
Award**
F.J. SMITH & FAMILY

1998 CHAMPIONS

Super/Pro
MIKE FERRI

Pro
BOB RICHARDS

Street
DOUG BELL

Bike/Sled
BLAKE HICKS

**Tom Gordon
Memorial Award**
BOB RICHARDS

**Mehlenbacher
Family Spirit**
MIKE KOLNE

Staff Appreciation
N/A

ANDREW
MEHLENBACHER JR

**Digger O'Neill Spirit
Award**
JOHN MCINTYRE

PAST CHAMPIONS

2002 CHAMPIONS

Super/Pro
WAYNE SIPOS

Pro
LUI RAMUNDO

Street
MICHAEL KUNKEL

Bike/Sled
DARYL PEARSON

Jr. Dragster
SHAWNA
WLOUDSTRA

**Tom Gordon
Memorial Award**
WAYNE SIPOS

**Mehlenbacher
Family Spirit**
JOHN MCINTYRE

Staff Appreciation
VERN CHRISTY

**Digger O'Neill Spirit
Award**
JOE & ROBIN
FERRARI

Rookie of the Year
JOE BARRETT

2003 CHAMPIONS

Super/Pro
STEVE GORDON

Pro
JERRY TOAL

Street
DOUG BELL

Bike/Sled
ROB PRESTON

Jr. Dragster
JUSTIN ZERAFI

**Tom Gordon
Memorial Award**
STEVE GORDAN

**Mehlenbacher
Family Spirit**
JOHN MCINTYRE

**Digger O'Neill Spirit
Award**
CHARLENE LEPP

Rookie of the Year
ROSS BOOKER

2004 CHAMPIONS

Super/Pro
ED BRAND

Pro
DAN VELENOSI

Street
BRAD FRASER

Bike/Sled
N/A

Jr. Dragster
JUSTIN ZERAFI

**Tom Gordon
Memorial Award**
DAN VELENOSI

**Mehlenbacher
Family Spirit**
ULI BIERI

Staff Appreciation
ALL TMP STAFF

**Digger O'Neill Spirit
Award**
*

Rookie of the Year
N/A

2005 CHAMPIONS

Super/Pro
FRED GROSS

Pro
BOB RICHARDS

Street
RAY CALLEJA

Bike/Sled
TIM LAVERGNE

Jr. Dragster
JUSTIN ZERAFI

**Tom Gordon
Memorial Award**
BOB RICHARDS

**Mehlenbacher
Family Spirit**
TRISH & CHRIS BIRO

Staff Appreciation
CHRISTINE POLICE

**Digger O'Neill Spirit
Award**
JOHN MCINTYRE

Rookie of the Year
N/A

PAST CHAMPIONS

2006 CHAMPIONS

Super/Pro
WAYNE SIPOS

Pro
CAREY HODGE

Street
ERIC BRENNAN

Bike/Sled
NEIL PARKER

Jr. Dragster
JUSTIN ZERFA

**Tom Gordon
Memorial Award**
WAYNE SIPOS &
CAREY HODGE

**Mehlenbacher
Family Spirit**
CINDY CABELL

Staff Appreciation
LARISSA EDGAR

**Digger O'Neill Spirit
Award**
STEVE GORDAN &
DAVE REICHHELD

Rookie of the Year
MIKE HINEBEST

**Rookie of the Year –
Jr/Dragster**
KASSANDRA
ANDERSON

2007 CHAMPIONS

Top Dragster
MIKE KALIN

Top Sportsman
BEN GREVERS

Top ET
STEVE FERSTL

Mod ET
ANDREW STIRK

Street ET
FRANK KUNKEL

Jr. Dragster
SHAWNA
WOULDSTRA/
JUSTIN ZERFA

**Tom Gordon
Memorial Award**
ANDREW STIRK

**Mehlenbacher
Family Spirit**
WOLFE ELECTRIC

**Kendall Hebert
Memorial
Jr Dragster Rookie
of the Year**
COURTNEY
CISTENA

2008 CHAMPIONS

Pro Comp
MIKE DIGBY

Top ET
ANDREW STIRK

Mod ET
HARRY OLSEN

Street ET
TIM TOBIN

Jr. Dragster
BRODY
VANDERGELD

**Tom Gordon
Memorial Award**
HARRY OLSEN

**Mehlenbacher
Family Spirit**
ELAINE STIRK
IRENE HINBEST

Staff Appreciation
CRAIG SLIKKER

**Digger O'Neill Spirit
Award**
ERIC BRENNAN

**ET Rookie of the
Year**
PAM DUCKETT

**Kendall Hebert
Memorial
Jr Dragster Rookie
of the Year**
T.J. MANWARING

2009 CHAMPIONS

BRACKET RACING

ET RACING EXPLAINED

What is a Drag race?

In basic terms, a drag race is an acceleration contest from a standing start between two vehicles over a measured distance at a specifically designed drag race facility. The accepted standard for that distance is either a quarter-mile or an eighth-mile. The contests are started by means of



As a vehicle approaches the starting line it breaks the first light beam and the "Pre-Stage" light on the "Christmas Tree" is lit.



Driver slowly inches car forward until the second beam is broken and the "Staged" lights come on.

of an electronic device commonly called a "Christmas Tree". Upon leaving the starting line, each contestant activates a timer which is, in turn, stopped when the same vehicle reaches the finish line. The start-to-finish clocking is the vehicle's E.T. {Elapsed time}, which serves to measure performance and often serves to determine handicaps during competition.

What is E.T. Racing?

By far the most popular form of drag racing is a handicapped form of competition known as "E.T. Bracket Racing". In this form of racing, two vehicles of varying performance potentials can race on a potentially even basis. The anticipated elapsed times for each vehicle are compared, with the slower car receiving a head start equal to the difference of the two. With this system, virtually any two vehicles can be paired in a competitive drag race.

For Example: Car A has been timed 17.78, 17.74 and 17.76 seconds for the quarter mile, and the driver feels that a "dial-in" of 17.75 is appropriate, Meanwhile, the driver of Car B has recorded elapsed times of 15.27, 15.22 and 15.26 on the same track and has opted for a "dial-in" of 15.22. Accordingly, Car A will get a 2.5 second head start over Car B when the "Christmas Tree" counts down to each car's starting green lights.

If both vehicles cover the quarter-mile in exactly the predetermined elapsed time, the win will go to the driver who reacts quickest to the starting signal. That reaction to the starting signal is called "Reaction time". Both are timed independently of one another and the clock does not start until the vehicle actually moves. Because of this a vehicle may sometimes appear to have a mathematical advantage in comparative elapsed times but will actually lose the race. This fact makes starting line reflexes extremely important in drag racing.

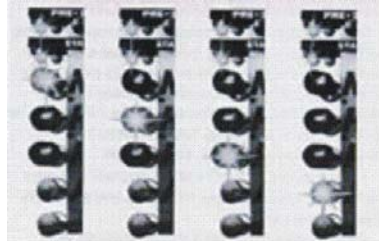


BRACKET RACING

ET RACING EXPLAINED

What is "Break-Out" and/or "Red Light"?

Should a driver go quicker than his/her predetermined "Dial-In" it is a "Break-Out" and ground for disqualification. In the case of both vehicles making their runs under their dial-ins, the win goes to the driver who breaks out the least. Another form of disqualification is a foul start (or "Red Light"). This

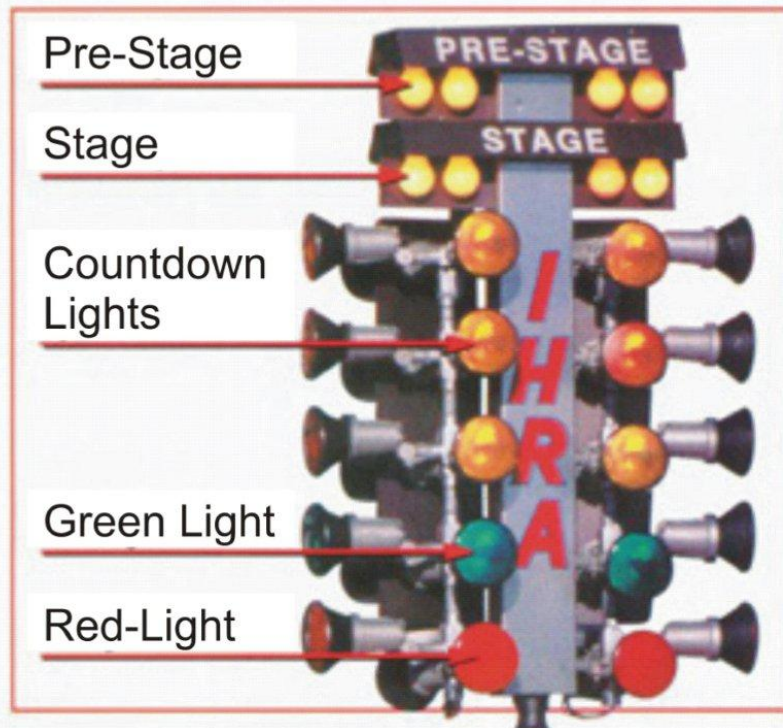


After both cars are staged the Starter activates the "Christmas Tree" and three amber lights and one green are sequenced.



Drivers use amber lights as a guide to anticipate the green bulb coming on. Leave too soon and a bright red "Foul" shows.

happens when the driver reacts to the "Christmas Tree" too quickly and drives the car away from the starting line before the green "GO" signal. When dual infractions occur, say a red light and then a break-out, the red light takes precedent over the break-out.



CLASSES



2009 BRACKET – MOD/TOP TRACK CHAMPIONSHIP

WEEKLY MOD/TOP ELIMINATOR

GENERAL RULES – TRACK CHAMPIONSHIP

- 15 Races in series
- Championship Race Date – Sunday of Labour Day Weekend or the next available date.
- 32 available spots for Track Championship.
- Winner and Runner/up from every completed event qualify.
- 2 spots reserved for past Track Champions (2008)
- Qualifying can only be done once – no double entries.
- Any spots remaining will be filled by draw of non-qualified point's members.
- Point's entry must be made prior to first round of race.
- Co-Driver deadline - June 15
- All qualified racers must be entered in Labour Day Race
- No Substitutions unless registered co-driver
- Draw for open spots final. No shows will create bye.
- No Buy-Backs in Champions Race.

Weekly Entry Fee

- \$55 per entry

Bracket Finals

- Will be available for anyone wishing to participate. – Registration + Entry fee must be done by **August 9th2009**

Summit Super Series

- Participating – Track Champion from this race will represent TMP at Bracket Finals for chance to win Summit Super Series in Rockingham.

Points Entry Fee

- \$50 per entry before March 30 – (\$70 after) + \$30 for Summit Super Series

Year-End Payouts

- Paid at end of Champions Race.
- 1st -50% + Championship Ring
- 2nd -30%
- 3rd -10%
- 4th -10%

ET BRACKETS WEEKLY PAYOUTS

TOP/MOD/ET	0-48	49-64	65-99	100-149
WINNER	600	800	1000	1500
RUNNER-UP	300	400	500	750
SEMI-FINISH	100	150	200	250
SEMI-FINISH	100	150	200	250
¼ FINISH	50	75	100	125
¼ FINISH	50	75	100	125
¼ FINISH	50	75	100	125
¼ FINISH	50	75	100	125
1/8 FINISH	25	PASS	PASS	75
1/8 FINISH	25	PASS	PASS	75
1/8 FINISH	25	PASS	PASS	75
1/8 FINISH	25	PASS	PASS	75
1/8 FINISH	25	PASS	PASS	75
1/8 FINISH	25	PASS	PASS	75
1/8 FINISH	25	PASS	PASS	75
1/8 FINISH	25	PASS	PASS	PASS
16 TH FINISH		PASS	PASS	PASS

STREET/ET	0-10	10-30	30.99	
WINNER	200	250	300	
RUNNER-UP	100	125	150	
SEMI-FINISH		50	75	
SEMI-FINISH		50	75	
¼ FINISH			50	
¼ FINISH			50	
¼ FINISH			50	
¼ FINISH			50	

REFUND POLICY

PRO/COMP



PRO/COMP will be run as one class.

Entry fee will be \$100 per event, no buybacks. 2 qualifying rounds.

Payouts will be 100% of all entries,

Payouts will be split as follows:

45% TO WINNER,

23% TO RUNNER/UP

12% TO SEMI/FINANLISTS,

2% TO ¼ FINALISTS.

#1 QUALIFIER WILL RECEIVE BYE IF THERE IS ONE.

Any racer who does not qualify will receive automatic entry into Top.

Points will be accumulated for the season.

2pts per attendance and 2 pts per round win.

Race Director reserves the right to re-format Pro/Comp Program if necessary. All entries must follow current IHRA Rulebook rules pertaining to the speed and ET of their respective IHRA category.



ENTRY FEES RACE ADMISSION

CLASS	Points Register	Regular Saturday	Regular Sunday	Major Saturday	Major Sunday	Major Weekend	Friday T&T	Buyback
Top ET	50	45	45				20	20
Mod ET	50	45	45				20	20
Street ET	25	35	35				20	20
Time Trials		30	30	35	35		20	
Pro / Comp		100	100	100	100			

BUYBACKS AVAILABLE MOST EVENTS [RACE DIRECTORS DISCRETION]



GENERAL RULES

RACE PROCEDURES

FRONT GATE:

WHEN YOU ARRIVE AT THE TRACK, YOU ARE TO INFORM THE STAFF OF WHICH CLASS YOU ARE RUNNING ON THAT PARTICULAR DAY SO THAT YOU CAN PAY THE PROPER ENTRY FEE. YOU WILL BE SHOWN A WAIVER WHICH YOU AND ANYONE ELSE IN YOUR VEHICLE MUST READ COMPLETELY AND ARE REQUIRED SIGN. AFTER YOUR ENTRY IS PAID, YOU WILL BE GIVEN A TECH CARD AND A RECEIPT FOR THE EVENT. DO NOT LOSE THE RECEIPT, IT IS THE ONLY PROOF YOU HAVE FOR RE-ENTRY IN CASE OF THE RACE BEING POSTPONED TO A ANOTHER DAY. WHEN YOU ARRIVE AT THE TRACK YOUR ENTRY IS TO BE RACE READY. ONCE YOU HAVE PURCHASED A TECH CARD, THERE ARE NO REFUNDS OR EXCHANGES. ON A 2-DAY RACE WEEK-END, YOU WILL BE REQUIRED TO PURCHASE TECH CARDS FOR THE ENTIRE EVENT IF YOU SHOW UP ON FRIDAY OR SATURDAY. IF YOU MUST LEAVE BEFORE THE SUNDAY RACE, YOU WILL BE GIVEN A REFUND FOR THE TECH CARD ONLY, AS LONG AS YOU LEAVE SATURDAY NIGHT OR SUNDAY MORNING BEFORE RACING STARTS.

WASTE CONTAINERS:

VARIOUS TYPES OF WASTE CONTAINERS ARE SPREAD AROUND THE PIT AREA. OIL CONTAINERS WILL BE MARKED AS SUCH. PLEASE DO NOT PUT THE WASTE OIL IN THE GARBAGE CONTAINERS. IF YOU HAVE TROUBLE LOCATING THEM OR THERE IS A SPILL WHICH REQUIRES ABSORBANT, PLEASE ASK A TRACK OFFICIAL FOR ASSISTANCE.

PERMANENT NUMBERS

NUMBERS ARE TO BE 6" HIGH X 1.5" WIDE AND NEED TO BE APPLIED ON THE TOP LEFT FRONT WINDSHIELD, THE LEFT SIDE WINDOW AND ON THE LEFT REAR WINDOW OF VEHICLE. BE SURE THAT YOUR NUMBERS ARE CLEARLY LEGIBLE FROM A DISTANCE.

RACE PROCEDURES

TECH INSPECTIONS

PLEASE FILL OUT YOUR TECH CARD AS NEATLY AS POSSIBLE [PRINT], MAKE SURE THAT IT IS 100% COMPLETE AND THAT YOU SIGN THE BOTTOM. BE SURE THAT YOUR VEHICLE NUMBER AND PROPER CLASS ARE IN THE TOP CORNER. YOU MUST TAKE ALL OF YOUR SAFETY EQUIPMENT TO TECH WITH YOU. TECH INSPECTOR WILL INSPECT YOUR VEHICLE AND PUT YOUR ASSIGNED NUMBER ON THE VEHICLE. ONLY THE PERSON WHO HAS THE VEHICLE TECHED IN IS ALLOWED TO DRIVE IT. IF YOU WISH TO HAVE ANOTHER DRIVER, YOU MUST RETURN TO THE FRONT GATE, PURCHASE ANOTHER TECH CARD, AND HAVE THE NEW DRIVER RE-TECH. AT SOME EVENTS, YOU MAY BE ISSUED A NON-TRANSFERABLE RUN CARD WHICH YOU ARE REQUIRED TO PRESENT TO THE STAGING LANES OFFICIALLY EVERY TIME YOU MAKE A RUN.

LANES

BE SURE TO LINE UP IN THE PROPER LANE ASSIGNED TO YOUR CLASS. THE LANES DIRECTOR WILL TELL YOU IN ELIMINATIONS WHO YOU ARE TO RUN AGAINST, AND WHICH LANE YOU ARE IN.

IF YOU OR YOUR COMPETITOR SOMEHOW GETS OUT OF LINE WITH EACH OTHER, DO NOT MOVE UP TO THE BURNOUT BOX WITH THE WRONG COMPETITOR.

DIAL-INS:

DIAL-INS ARE YOUR RESPONSIBILITY. THEY ARE TO BE CLEAR AND LEGIBLE TO THE TOWER STAFF. THE SCOREBOARDS SHOW YOUR DIAL-IN BEFORE YOU MAKE YOUR RUN, IF IT IS NOT CORRECT, DO NOT STAGE, AND INFORM THE STARTER OF THE SITUATION.

BURNOUT:

IF YOU DO NOT HAVE SLICKS, DO YOUR BEST TO DRIVE AROUND THE WATER AND BACK INTO IT. THE BURNOUT BOX OFFICIAL IS THE ONLY PERSON WHO IS TO PUT DOWN WATER. EXCESSIVE WATER JUST CAUSES IT TO SPLASH UP IN YOUR WHEELS WELLS WHICH DRIPS BACK DOWN ON YOUR TIRES. RUBBER DOES NOT SOAK UP WATER, THE CONCRETE ONLY NEEDS TO BE WET. DO NOT START YOUR BURNOUT UNTIL THE RACER IN FRONT OF YOU HAS STAGED, OR UNTILL THE OFFICIAL GIVES YOU THE OK TO DO SO. NOBODY IS TO TOUCH THE VEHICLE ONCE THE BURNOUT HAS STARTED.

SPEED LIMIT:

THE SPEED LIMIT ANYWHERE AT THE FACILITY, OTHER THAN THE RACE TRACK IS 10 MPH.

RACE PROCEDURES

STAGING:

NORMAL STAGING PROCEDURE IS FOR BOTH RACERS TO PRE-STAGE BEFORE EITHER CAR STAGES. ALTHOUGH IT IS NOT NECESSARY IN REGULAR BRACKET RACING, IT IS RECOMMENDED. IN PRO TREE HEADS UP CLASSES, THE STARTER MAY BACK UP A CAR WHICH STAGES BEFORE THE OTHER COMPETITOR HAS PRE-STAGED, AND ONCE ONE MOVES INTO STAGE THE OTHER RACER HAS 10 SECONDS TO STAGE. ONCE YOU HAVE STAGED, YOU HAVE INDICATED TO THE STARTER THAT YOU ARE READY TO RACE. ANY PROBLEMS YOU MAY HAVE HAD, PROTESTS, DIAL-IN, ETC., NO LONGER APPLY ONCE YOU HAVE STAGED. THE LAST MOTION AFTER PRE-STAGE UNDER APPLIED POWER IS FORWARD TO STAGE. ONCE YOU HAVE STAGED, YOU ARE NOT ALLOWED TO BACK UP UNLESS MOTIONED TO BY THE STARTER. IF YOU DO BACK UP, YOU MAY BE DISQUALIFIED. THE STARTER HAS THE FINAL CALL ON ALL RACES. IF YOU HAD A PROBLEM WITH YOUR RACE, TAKE IT UP WITH THE RACE DIRECTOR, ANYONE WHO CONFRONTS THE STARTER ON THE LINE WILL LOOSE THEIR RACING PRIVILEGES.

CREW MEMBERS:

EXCESSIVE NUMBERS OF CREW MEMBERS AT STARTING LINE WILL NOT BE TOLERATED. CREW MEMBERS MUST BE AT LEAST 18 YEARS OF AGE AND MUST HAVE SIGNED THE WAIVER. AFTER YOUR RUN IS COMPLETE, ALL CREW MUST EXIT THE STARTING AREA. YOU ARE RESPONSIBLE FOR THEM AND THEIR BEHAVIOR. ONLY TRACK OFFICIALS ARE PERMITTED AT THE STARTER AREA.

RED LIGHT

IF YOU RED LIGHT IN ELIMINATIONS, DO NOT SLOW DOWN AND HOLD UP THE NEXT PAIR, EXIT THE TRACK AS QUICKLY AS POSSIBLE.

BREAKAGE

ONCE YOU HAVE LEFT THE STARTING LINE, AND YOU HAVE ANY KIND OF PROBLEM, EXCESIVE SMOKE, BREAKAGE ETC. MOVE OVER TO THE EDGE OF THE TRACK AS QUICKLY AND SAFELY AS POSSIBLE AND STOP. REMEMBER IF YOU OIL DOWN THE RACE SURFACE, IT TAKES TIME TO CLEAN AND PREPARE THE TRACK. THE LONGER IT TAKES, THE LONGER EVERYONE HAS TO WAIT TO RACE. IF THE PROBLEM YOU HAD IS REPAIRABLE, INFORM THE TECH OFFICIAL WHO WILL RE-INSPECT YOUR VEHICLE. IF THE SAME PROBLEM HAPPENS AGAIN, YOU ARE FINISHED FOR THE DAY, AND MUST HAVE THE PROBLEM REPAIRED PROPERLY BEFORE RETURNING.

FINISH LINE

DO NOT NEUTRAL AT THE FINISH LINE, THIS IS GROUNDS FOR INSTANT DISQUALIFICATION.

RACE PROCEDURES

RETURN ROAD

THE SPEED LIMIT ANYWHERE ON THE PROPERTY, OTHER THAN THE RACE TRACK, IS 10 MPH. IF YOU ARE SLOW, SHOW COURTESY TO YOUR FELLOW RACERS ON THE RETURN ROAD AND MOVE OVER TO LET THEM BY. IF YOU SEE SOMETHING THAT NEEDS IMMEDIATE ATTENTION, PARTS ON TRACK ETC. TELL THE ET SHACK OFFICIAL WHEN YOU PICKUP YOUR TIMESLIP.

TAIL LIGHTS:

ALL VEHICLES COMPETING IN NIGHT RACING MUST HAVE AT LEAST ONE WORKING TAIL LIGHT AFFIXED TO THE REAR OF THE VEHICLE. ANY VEHICLE WHICH IS EQUIPPED WITH HEADLIGHTS AND/OR TAIL LIGHTS MUST HAVE THEM ON ANYTIME THE VEHICLE MOVES AT THE FACILITY AFTER DUSK.

PIT VEHICLES:

ARE A PRIVILEGE, THEY ARE TO BE USED FOR RACE PURPOSES ONLY. NO MINORS ARE PERMITTED TO OPERATE THESE VEHICLES AT THE TRACK. ALL PIT VEHICLES ARE TO HAVE YOUR COMPETITION NUMBER ON BOTH SIDES AND MUST HAVE WORKING HEADLIGHTS AND TAIL LIGHTS AT NIGHT. YOU ARE RESPONSIBLE FOR THE BEHAVIOR OF YOURSELF AND YOUR CREW. MISUSE OF PIT VEHICLES MAY RESULT IN YOUR REMOVAL FROM COMPETITION.

TOW VEHICLES:

ARE TO BE USED FOR VEHICLES FASTER THAN 8.99: UNLESS APPROVED BY EVENT DIRECTOR. ALL TOW VEHICLE DRIVERS MUST WAIT FOR DIRECTION FROM THE STARTER BEFORE PROCEEDING DOWN TRACK. BROKEN VEHICLES WITHOUT CREWS MAY ASK A TRACK OFFICIAL FOR ASSISTANCE. ALL CREW MEMBERS WITH THE TOW VEHICLE ARE TO BE SEATED INSIDE OF THE DRIVERS COMPARTMENT NOT IN THE BED OF PICKUPS. TOW VEHICLE DRIVERS ARE ADVISED TO PROCEED DOWN THE TRACK. WHEN DIRECTED, AS QUICKLY AS POSSIBLE, AS NO OTHER VEHICLES ARE PERMITTED TO RUN WHILE ANY VEHICLE IS ANYWHERE NEAR THE RACING SURFACE OR SHUTDOWN AREA.

ET BOOTH:

IS LOCATED AT THE END OF THE TRACK. IF FOR SOME REASON, YOUR TIME SLIP DID NOT PRINT, YOU WILL BE INSTRUCTED TO GO TO THE TOWER WHERE THERE MAY BE A BACK-UP COPY OF YOUR RUN. THE TOWER LOG PRINTER SUPERCEDES THE PRINTER IN THE ET SHACK.

**IN NO WAY IS THIS HANDBOOK INTENDED TO SUPERCEDE
OR REPLACE THE CURRENT IHRA RULEBOOK**

RACE PROCEDURES

BUYBACKS:

IF YOU LOSE IN THE FIRST ROUND OF BRACKET RACING COMPETITION, YOU CAN BUY BACK INTO THE SECOND ROUND AT MOST EVENTS. SEE THE LANES DIRECTOR FOR DETAILS. IF YOU INTEND TO BUYBACK YOU MUST RETURN TO THE LANES AS QUICKLY AS POSSIBLE. BUY BACKS ARE INSERTED DIRECTLY INTO THE SECOND ROUND. IF YOU HAPPEN TO DRAW THE SAME COMPETITOR YOU HAD IN THE PREVIOUS ROUND, IT IS YOUR RESPONSIBILITY TO INFORM THE LANES DIRECTOR, WHO WILL TRY TO KEEP RE-MATCHES APART UNTIL THE LADDER MATCHES THEM OTHERWISE.

BYE RUNS:

ANY VEHICLE DRAWN FOR A BUY RUN IS ONLY PERMITTED TO ONE PER EVENT, UNLESS DRAWN FOR THE SECOND RUN BY THE COMPUTER GENERATED LADDER, SINGLE RUNS DUE TO COMPETITORS BREAKAGE IS NOT CONSIDERED A BYE. IF A COMPETITOR RECEIVES TWO BYE RUNS IN ERROR, AND NO OBJECTIONS ARE MADE PRIOR TO THE RUN, THE RUN STANDS.

SINGLE RUNS:

IN COMPETITION, A DRIVER IS CONSIDERED THE WINNER ONCE THEY HAVE STAGED AND RECEIVE THE START SIGNAL UNDER POWER, OR IS DECLARED THE WINNER BY THE STARTER.

PAYOUTS:

ALL PAYOUTS ARE TO BE PICKED UP THE DAY OF THE RACE, UNLESS OTHERWISE ARRANGED WITH THE OFFICE STAFF.

GOLD CARDS:

ARE VALID FOR REGULAR POINTS EVENTS ONLY. THEY ARE NOT VALID FOR BUYBACKS OR DOUBLE ENTRIES.

SPONSOR DECALS:

MUST BE ON ALL POINTS MEMBERS ENTRIES, VISIBLE ON BOTH SIDES OF THE VEHICLE FOR EVERY EVENT OF THE ENTIRE RACING SEASON. ANY COMPETITOR WHO DOES NOT HAVE THE REQUIRED DECALS, WILL NOT BE ELIGIBLE FOR YEAREND PAYOUTS & AWARDS. SPONSOR SUPPLIED DECALS TO BE 36 SQ. INCH MAX.

A DECAL RULE ALSO APPLIES TO EVERY COMPETITOR IN COMPETITION AT ANY SPECIAL EVENT WHERE A SPONSOR IS PRESENTING THE RACE. IF THE DECALS ARE NOT PRESENT ON THE VEHICLE, ANY BONUS AWARDS, OVER AND ABOVE THE BASIC PAYOUT WILL NOT BE PAID OUT. IF FOR SOME REASON YOU DO NOT RECEIVE THE REQUIRED DECALS, IT IS YOUR RESPONSIBILITY TO ACQUIRE THEM FROM THE TOWER.

RACE PROCEDURES

MULTIPLE ENTRIES:

WILL BE ALLOWED AT RACE DIRECTORS DISCRETION. POINTS CARDS ARE ONLY GOOD FOR THE ORIGINAL TECH CARD. BUY BACKS WILL BE ALLOWED 1 PER EACH TECH CARD PURCHASED. POINTS MEMBERS MUST DESIGNATE WHICH TECH CARD IS THE SECOND ENTRY BY USING A DIFFERENT NUMBER ON THE VEHICLE BEFORE RACE OCCURS. IF CAR IS NOT DESIGNATED PROPERLY BEFORE RACE, NO EARNED POINTS WILL BE ISSUED.

SEASON ENDING TIE

WILL BE DISCUSSED BETWEEN THE COMPETITORS INVOLVED. IF NO RESOLUTION CAN BE MADE, MONEY AND POSITION WILL BE SPLIT BETWEEN COMPETITORS. IF THE TIE IN QUESTION INVOLVES FIRST PLACE, A RUN-OFF WILL TAKE PLACE AT THE FINAL POINTS RACE OF THE SEASON. IF ONE OF THE VEHICLES IS BROKE OR NOT PRESENT AT THE FINAL RACE, A 2 WEEK GRACE PERIOD WILL BE GIVEN.

ALCOHOL/DRUGS:

ANY RACER FOUND TO BE UNDER THE INFLUENCE OF ALCOHOL OR DRUGS DURING COMPETITION, WILL BE DISQUALIFIED FROM COMPETITION, LOOSE ALL POINTS ACQUIRED FOR THE EVENT AND MAY RECEIVE FURTHER SUSPENSION. NO WAIVER MAY BE USED ONCE A DISQUALIFICATION HAS OCCURRED. THIS IS NOT THE GOVERNMENTS POLICY; OUR LEGAL LIMIT TOLERANCE FOR ALCOHOL IS 0%.

CREDENTIALS:

VALID IHRA COMPETITION LICENSE MANDATORY FOR COMPETITORS RUNNING 9.99 OR QUICKER. VALID G2 DRIVERS LICENSE MANDATORY FOR COMPETITORS RUNNING 10.00 OR SLOWER.

PROTESTS:

SEE PROTEST PROCEDURE PAGE.

CO-DRIVERS

RACERS WHO CHOOSE TO USE A CO-DRIVER ARE TO BE ADVISED THAT THIS PRACTICE IS FOR THE USE IN CLASS ABSENTIA ONLY. IF BOTH CARS ARE REGISTERED IN THE SAME CLASS, THE ORIGINAL REGISTRANT IS TO BE THE ONE WHO ACCUMULATES THE POINTS. THE TOWER IS TO BE ADVISED OF ANY CHANGES PRIOR TO RACE START.

RACE DIRECTOR:

MAY WAIVE, AMEND OR MODIFY ANY RULE IN THIS BOOK AT ANY TIME FOR ANY SINGLE OCCURANCE FOR ANY GOOD CAUSE.

POINTS ROUND BY ROUND

DATE	PTS#	ATT	RD1	RD2	RD3	RD4	RD5	RD6	RD7	RD8	TTL
	1										
	2										
	3										
	4										
	5										
	5										
	6										
	7										
	8										
	9										
	10										
	11										
	12										
	13										
	14										
	15										
	16										



PROTEST PROCEDURE

PROTESTS MUST BE SUBMITTED IN WRITING, WITH THE PROTEST FEE OF \$50.00 TO THE RACE DIRECTOR A MINIMUM OF 1 HOUR BEFORE ELIMINATIONS BEGIN. IN ORDER TO FILE A PROTEST, A COMPETITOR MUST BE AN OWNER OR DRIVER OF A CAR THAT IS IN THE SAME ELIMINATOR BRACKET AS THE CAR OR DRIVER THAT IS BEING PROTESTED. THE RACE DIRECTOR RESERVES THE RIGHT TO FILE A PROTEST WITHOUT A PROTEST CHARGE AT ANYTIME.

PROTEST FEES WILL BE FORFEITED TO THE BRACKET FINALS FUND IF THE CAR IS DETERMINED TO BE LEGAL FOR THE CLASS. IF THE PROTESTED CAR IS DETERMINED TO BE ILLEGAL THE PROTEST FEE WILL BE RETURNED TO THE PERSON OR PERSONS WHO FILED THE PROTEST.

IF THE RACE DIRECTOR FEELS THAT TIME IS INADEQUATE TO CHECK A CAR BEFORE ELIMINATIONS BEGIN, THEN A PROTESTED CAR WILL RUN IN THE ELIMINATOR BRACKET UNTIL IT IS DEFEATED, OR WINS. AS SOON AS THE PROTESTED CAR WINS OR IS DEFEATED, THE DRIVER WILL REPORT WITH THE CAR IMMEDIATELY TO THE PRE-DETERMINED AREA AS DESIGNATED BY THE RACE DIRECTOR. FAILURE TO DO SO OR BEING FOUND ILLEGAL WILL RESULT IN SUSPENSION OF THE CAR, THE DRIVER AND THE OWNER FOR THE REMAINDER OF THE SEASON + ONE YEAR. ALL POINTS ENTRY FEES AND ANY OTHER AWARDS THE ILLEGAL PARTY HAS COMING WILL BE FORFEITED.

ONLY TRACK OFFICIALS, THE PROTESTED DRIVER, AND ONE CREWMAN OR THE OWNER MAY BE PRESENT FOR THE INSPECTION.

THE ABOVE PROTEST PROCEDURE IS INTENDED TO COVER THE BLATENT VIOLATIONS OF ANY CLASS RULES WHICH WILL RESULT IN THE COMPETITOR OBTAINING A TECHNICAL ADVANTAGE. ANY OTHER INFRACTIONS ARE TO BE ADDRESSED BY THE CURRENT IHRA RULEBOOK PROCEDURES.



BASIC SAFETY REQUIREMENTS

Arm Restraints

Required on all open bodied cars.

Battery

Must not be located in the driver or passenger compartment. Barrier firewall required. Battery to be secured with a minimum of 3/8 inch bolts.

Belts/Harness

All vehicles required to have a roll bar or roll cage must have a SFI 16.1 - 5pt restraint- All belts must have proper date tag, which expires every 2 years. Out-dated not acceptable. All others must have an accepted quick release system.

Chassis Certification

Required if vehicle is 9.00et or faster or 150mph and faster.

Driveshaft

All cars running slicks must have a driveshaft loop installed, as well as any car with firewall-floor modifications. All cars faster than 11.49et must have a minimum of one shaft loop.

Fire Jacket

Required at (8.50-9.99et SFI 3.2A/5) (10.00-11.49et Closed Body Vehicle SFI 3.2A/1) (10.00-11.49et Open Body Vehicle 3.2A/1 + Arm Restraints and Gloves SFI 3.3/1)

Fire Suit

Required at (8.00-9.00et SFI 3.2A/5 Full Suit & SFI 3.3 Neck Collar) (8.00-9.99et Open Body Vehicle 3.2A/5 Pants; Arm Restraints SFI 3.3 & Gloves SFI 3.3/5) (3.3-1 gloves required on all vehicles 8.49et or quicker).

Fire System

8.49et or quicker requires; one nozzle on driver; one nozzle on engine. 8.50-11.49et must have a securely mounted fire extinguisher in reach of driver.

Gloves

(8.49-9.99et Open Body SFI 3.3/5) (10.00-11.49et Open Body SFI 3.3/1) See IHRA Rulebook for specs on faster cars.

BASIC SAFETY REQUIREMENTS

Helmet

Required on all vehicles 13.99et or faster. Required on ALL convertibles. On any vehicle with a roll bar installed, no matter what the speed. (0-10.49 et helmet must be Snell 95 or newer or SFI 31.1, 31.2, 41.1, 41.2) (10.49-13.99 helmet must be Snell 90 or newer).

License

All competitors must have a valid (not suspended) DOT driver's license except for Jr/Dragster. All vehicles (cars & bikes) faster than 9.99 require an IHRA competition license. The process is not difficult. See tower staff for forms and assistance.

Motorcycles

Front and rear brakes, chain guard, clutch covers mandatory. Snap back throttle mandatory. Suit – (SFI 40.1-1 or 40.1-2 suit or jacket mandatory for all riders). (All bikes 10.99et+ or 120mph+ requires 40.1-2 suit or full leathers). 2 piece suits may be joined by zipper at waist. Leather gloves mandatory to all riders. Leather boots or shoes which rise above ankles mandatory to all riders.

Nitrous

Allowed in most classes. Any nitrous bottle located in drivers compartment must be vented outside of compartment. See IHRA Rulebook for specifications.

Overflow

Minimum one pint overflow required on all radiators (most cars now have installed at factory) Stock overflow is adequate.

Neck Collar

9.00et and faster. Recommended on all vehicles where a helmet is required.

Parachute

150mph or faster. 200mph+ requires 2 parachutes. Must be deployed on any run that exceeds 150mph

Rollbar

Required on all convertibles faster than 13.49et. On all cars 11.49et or faster. All cars must have head protection padding in any location where helmet can come into contact with any bar.

BASIC SAFETY REQUIREMENTS

Rollcage

Required on all vehicles 9.00et or faster; any vehicle faster than 135mph; and any vehicle with an altered floor or firewall. All cars must have head protection padding in any location where helmet can come into contact with any bar.

Switches

Neutral safety switch required on all vehicles (engine must not turn over when in neutral). Master battery cut-off mandatory on all vehicles from 0-9.99et or on any vehicle where battery has been re-located.

Taillights

All vehicles must have at least one working taillight. Must be turned on during night racing or you will not be permitted to run.

Transmission Shield

SFI 41.1 mandatory on all automatic transmissions running 10.99et or quicker. Recommended for all vehicles 11.00-13.49et.

Window Net

If vehicle requires a roll cage, there must be a SFI 27.1 window net installed in vehicle.

Other

Vehicle must be clean and presentable. No dirt or mud in fender wells will be tolerated. No loose contents of any kind allowed inside of vehicle. All items in vehicle, including trunk, must be secure.