

E.T. **BROWNS OIL SERVICE**
BRACKET 
SERIES PRESENTED BY 

2019 Sunoco ET Bracket Series
Fueled By Browns Oil Service

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2019 ET Bracket Series Schedule

ET Bracket Series Race Dates

- Friday at Noon – Main Gate Opens for Overnight Stacking (for Saturday races only)
- Racer gates opens at 8:00 AM
- Time Trials begin at 10:00 AM
- Eliminations begin immediately after final Time Trial
- Race Secures at approximately 6:00 PM – 7:00 PM

2019 Brown's Oil ET Bracket Series Schedule

- Saturday, April 6th- Test n Tune & Chassis Inspection Seminar
- Saturday, April 13th - E.T. Bracket Series Race #1- Member Track Madness
- Sunday, April 14th - E.T. Bracket Series Race #2
- Saturday, April 27th - E.T. Bracket Series Race #3
- Sunday, April 28th - E.T. Bracket Series Race #4- Featuring Jeg's Super Quick
- Saturday, May 18th - E.T. Bracket Series Race #5 + Jr. Street
- Sunday, May 19th - E. T. Bracket Series Race #6 + Jr. Street
- Sunday, June 2nd - E.T. Bracket Series Race #7
- Saturday, June 15th - E.T. Bracket Series Race #8- Jr. Drag Racing League Challenge
- Sunday, June 16th- E.T. Bracket Series Race #9
- Saturday, June 22nd - E.T. Bracket Series Race #10 - All Access Challenge (Wally Trophy) + Jr. Street
- Sunday, June 23rd - E.T. Bracket Series Race #11 + Jr. Street
- Sunday, June 30th - Rain Date #1
- Saturday, July 13th - E.T. Bracket Series Race #12*
 - * No points for Deary Automotive Jr. Dragster Classes
- Sunday, July 14th- E.T. Bracket Series Race #13*
 - * No points for Deary Automotive Jr. Dragster Classes
- Saturday, July 20th- E.T. Bracket Series Race #14*
 - * No points for Deary Automotive Jr. Dragster Classes
- Sunday, July 21st- E. T. Bracket Series Race #15*
 - * No points for Deary Automotive Jr. Dragster Classes
- Sunday, August 11th- Rain Date #2
- September 13th -15th- Summit E.T. Finals – Lucas Oil Raceway
- Saturday, September 28th- Bracket Race #15 + Jr. Street class **Final Points Race
 - E.T. Bracket Series Racing Celebration later that evening inside the Top Eliminator Club**
- Sunday, September 29th – E.T. Bracket Challenge (non-points event)
 - Featuring - King of The Track (Wally Trophy) + Jr. Street

Additional 2019 Schedule Notes

- For all classes except for the Deary Automotive Jr. Dragster classes, your two lowest points events will be dropped from the points at the conclusion of the final race on Saturday, September 28th.
- Deary Automotive Junior Dragster Classes Only - Due to the scheduling of the Jr. Drag Racing League Eastern Conference Finals at Bristol Dragway, the LOR Junior Dragster classes will be contested on July 13th & 14th as well as July 20th & 21st, however we will not be awarding points at those events.
- The 2019 E.T. Bracket Series Championship Celebration will be held the evening of our final points paying event on Saturday, September 28th. In addition... we will host our King of the Track bracket event on Sunday, September 29th which will not be a points earning event.
- Rain Dates – Sunday, June 30th & Sunday, August 11th will be reserved as potential rain dates in order to make-up any of the earlier dates that may have been cancelled. If those dates are filled with make-up E.T.

Bracket Series races, any further races that are cancelled will not be made up.

These rules are designed to provide for the orderly conduct of racing events and to establish standards for such events. By entering and participating in an event, participants are deemed to understand and accept these rules. NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF THESE RULES OR COMPLIANCE WITH THESE RULES. They are intended as a guide for conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator or official. These rules may be changed or amended from time to time by the management of the raceway. These are general guidelines for Lucas Oil Raceway at Indianapolis. Please check your class rules for any class specific amendments. Please refer to the NHRA Rulebook for complete rules listings. For rules clarification, email Mike Walker, mwalker@nhra.com.

1) TECH INSPECTION & TRACK CREDITS

a) Tech Inspection:

- I. Tech Inspection is located at the white Tech Building located in Staging Lanes
- II. All vehicles are required to park in the pits.
 - (1) We will use Eastside pits in Lot 2 unless noted otherwise (i.e., weather, ground conditions, etc...)
- III. Unload your vehicle and report to tech inspection with all safety equipment, clothing and accessories required to race. Please completely fill out your tech card and be prepared to show your NHRA license if your vehicle runs 9.99 or quicker.
- IV. After passing Tech inspection you may enter the lanes if the lanes are open for your class.
 - (1) If not, please return to the pits and wait for your class to be called to the lanes.

b) Double Entry:

- I. Car double entry is permitted at any ET Bracket Series event (double entries are defined as two drivers being alive in eliminations in the same car but NOT in the same class).
 - (1) Separate numbers must be visible.
 - (a) Number not in use must be covered or erased.
- II. Please be aware that no class will wait for driver change or extra cool down.
- III. One racer is permitted to drive two different cars in two different classes.
- IV. One racer is permitted to drive the same car in two different classes.
- V. Car must conform to ALL rules in each class.

c) Buy Backs:

- I. A competitor who loses first round and wishes to buy back for second round may do so.
- II. Immediately proceed to Pay Out Room located in Parks Tower next to Race Control.
- III. Once racer has bought back, he or she should return to class lanes when called.
- IV. Buy backs run before first round winners.
- V. Buy back round is same format as regular racing.
- VI. A driver not present for first round may buy an entry and a buy back and will run second round with buy backs.

d) Track Credit Policy:

- I. If you break before first round of an ET Bracket Series race, a track credit will be issued at the tower.
 - (1) The credit will be the amount of the entry less the cost of that event's crew admission.

II. Track credits will only be issued at Test & Tunes if the vehicle breaks prior to entering the water box for their first time trial. Credit will be the value of car & driver entry, less that day's crew admission.

III. Credits must be claimed in Race Control by the end of the event.

2) STAGING, PAIRINGS, BYE RUNS & BURNOUTS

a) Call to Staging Lanes:

I. All classes will be called to the lanes by the track announcer.

II. Listen to the radio station 87.9 FM. We will do our best to make sure you can hear the PA system but please also use FM radio.

b) Bye Runs:

I. Bye runs are determined by best reaction time from previous round. To determine bye run for the first round of eliminations, best reaction time during final time trial will be used.

(1) If bye run is not used, it will carry to next round until used. Driver pulled for Bye will fill in the odd position at end of class.

II. Drivers can get only one bye per event unless all cars remaining have had a bye.

(1) Bye Run will be selected and pulled aside. If there is an even number of cars, the driver with the bye run will be paired.

III. Competition bye runs are awarded in the event that your opponent is unable to race. This occurs only after you have been paired.

(1) If it occurs prior to pairing, which is in the lanes, no single will be awarded.

(2) Competition byes are still eligible for regular bye runs.

IV. Any bye run car that elects to just take the tree and back off the starting line may do so.

V. Bye run cars will be held to end of their round.

c) Staging Lanes & Pairings:

I. Never block the entrance of staging with your race car, trailer or pit vehicle.

II. Please stay with your car at all times while in the staging lanes. The staging lane & pairing policy applies to all classes

RUN ORDER- Pro ET, Super Pro, Super Pro Bike, Jr Street when scheduled Sportsman & Junior Dragster.

III. 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.

(1) This is to keep cat and mouse games to a minimum.

IV. Once the bye run is pulled, cars will be paired side-by-side.

V. If we run out of cars in one lane, then they will be paired front to back with the front car having lane choice.

VI. Inability to run once paired constitutes a competition bye.

VII. As you pull under the bridge to the ready line, make sure that you remain paired. It is impossible for the tower to determine who is paired until you are near the ready line.

(1) In the event that you reach the ready line and are no longer paired correctly, grab the attention of the Ready Line Operator and tell them you are not paired correctly so that the issue can be resolved.

(2) If you pass ready line, it is a race - there will be no re-runs for wrong pairings, even if both drivers agree.

d) Burnouts:

I. Burnouts can be performed by any car.

(1) Cars with slicks or drag radials must pull through the water box.

(2) Cars with street tires may go around the inside of the water box.

- II. Crew members are prohibited from holding onto a car while the car is performing a burnout.
- III. Only vehicles without front brakes (dragsters & altered)s) and or any Super Quick Class Car are permitted to do a burnout across the starting line.

e) **Staging:**

- I. When the first driver has fully staged and the second driver has pre-staged, the second driver has a set amount of time to fully stage or he will be timed out and disqualified in a foul per AutoStart settings.
 - (1) In another situation, if a driver is ready to stage or has already staged and the second driver is having problems (i.e. mechanical failure, etc.), the starter will put that car on a 20-second clock (pushbacks & assistance from crew are permitted if done within the 20-seconds).
 - (2) If the car still cannot stage after that time, the first driver will receive a competition bye.
- II. By staging your vehicle, you have signaled to track officials that you find all conditions acceptable and you are ready to race. In addition to the situations described in the paragraphs above (pairings, dial-ins, and deep-staging), this includes any problems (i.e., overheating, cold tires, etc.) resulting from delays on the track. If there is a problem, DO NOT STAGE. Explain your problem to a starting line official and they will assist you.
- III. If you stage, you have agreed to every condition of the race and there will be no re-run, even if both drivers agree.

f) **Deep Staging:**

- I. Deep staging is at your own risk.
- II. You should be deep-staged before your opponent is staged.
- III. You must write "DEEP" on the front windshield and both side windows.
 - (1) Both sides of a dragster or altered's side window or scoop so opponent is aware.
- IV. You or your crew must also alert the water box that you intend to deep stage so they can radio the message to the starter.
- V. Please keep in mind, there are factors and distractions that can cause a "DEEP" to be easily overlooked. Deep stages are not guaranteed at any event. The driver accepts all responsibility for when deep staging.

g) **Race Track Configuration**

- I. Lucas Oil Raceway at Indianapolis is a left exit track.
- II. There are three exits
- III. First Exit (gate closed)
- IV. Second Exit; (gate always open) mid-shut down area, where fire truck and ambulance sits.
- V. Third Exit; End of race track, just before sand trap.
- VI. When exiting the track, left lane has – right-of-way.
- VII. It is the driver's responsibility to know where their opponent is before turning.
- VIII. If in trouble, do not try to make turn off at a high rate of speed, take the sand trap.

h) **Round Robin:**

- I. For most races, competitors will return to the pits after the first and second round of eliminations and wait to be called back to the lanes.
- II. It is essential that racers report back to the lanes immediately and cool down there.
- III. Please listen to the announcer for instructions and/or variations.
- IV. Racers who miss their round will be eliminated.

i) Time Trials:

- I. Two Trials before going directly into eliminations.
- II. Track reserves the right to cancel a time trial due to weather or time constraints.
- III. To run the left lane of the track, use even numbered staging lanes. To run the right lane of the track, use odd numbered staging lanes.
- IV. When we reach the end of a session, should there be more than five (5) cars left in a single lane the second car of each pair will be moved over to the empty lane. If lane choice is important, do not end up at the end of a session.
- V. In an effort to minimize the amount of time spent waiting in the lanes, time runs will be run in "class" sessions.
 - (1) Each class will be called to the lanes over the P.A.
 - (2) Only one time run is allowed per "class" session.
 - (3) The computer has been programmed to flag cars that attempt more than one run per session.
 - (4) You will not receive a reaction time or elapsed time if attempting a second run during a single time trial session.
 - (5) Late arrivals that miss their time trial session(s) are not guaranteed any time trials.

j) ET Bracket Series Gate Times

- I. 12:00 PM Friday – Main Gate Opens for Overnight Stacking
- II. 8:00 AM – Pit Gate Opens
- III. 10:00 AM – Qualifying/Time Runs
- IV. Eliminations directly after qualifying/time runs
- V. 6:00-7:00 pm – Secure Track

3) CONDUCT OF DRIVERS & PIT CREW

k) Restricted Areas:

- i) Due to insurance regulations, access to certain areas of the facility is restricted.
 - (1) These areas include advanced staging, behind the burn-out box, the starting line, the track itself and the return road.
- ii) All drivers and crew are required to sign a waiver in the presence of a track official.
- iii) At that time a wristband will be issued which must be put on the wrist in the presence of that track official.
- iv) If you require a crew member on the starting line, they too must follow this procedure.
- v) No one under the age of 14 years is permitted in any restricted area.
- vi) Absolutely no one will be allowed in restricted areas without a wristband.
 - (1) An exception is allowed with minors in short shoot during junior dragsters, however, minors must remain in or on tow vehicle at all times.

b) Children:

- i) Parents are cautioned to keep children under supervision in the immediate area of their pit space.
- ii) The pit area is not an appropriate place for children to roam unattended, so please keep them in your sight and out of harm's way.
 - (1) The pit area is teeming with all kinds of motorized and pedestrian traffic and a driver's ability to see is often restricted. Allowing minors into the pits is a privilege, not a right.
 - (2) Parents who let minor children roam the pits unattended will be asked to leave the pit area.
- iii) Remember, you must have a driver's license to operate anything with wheels – this includes bicycles. Roller skates, skateboards, radio controlled vehicles and similar toys are not permitted whatsoever.

c) Misconduct:

- i) Drivers are responsible for the behavior of their crew members, families, children, pets, and themselves at all times. Misconduct or recklessness is grounds for immediate disqualification.

d) Pit Vehicles:

- i) Golf Carts, motorized pit bikes, mini-bikes, and ATV's are ONLY permitted to be used for racer needs in the pit area to tow race cars.
 - (1) They may also be used to assist in the mobility of handicapped persons.
- ii) ALL OPERATORS MUST HAVE A VALID STATE DRIVERS LICENSE AS WELL AS THEIR CAR NUMBER PROMINENTLY DISPLAYED ON THE PIT VEHICLE.
 - (1) "Joy riding" or unsafe operation anywhere on the premises by you or your crew members is grounds for immediate disqualification.
- iii) Children are not permitted to operate pit vehicles of any kind.
- iv) These safety regulations are strongly enforced, as they are not just for the protection of your property and crew but for the protection of others as well.
- v) Failure to comply with these rules may result in immediate disqualification.
 - (1) If minor is caught driving pit vehicle or an adult in a reckless manor:
 - (a) 1st offense, vehicle will be confiscated.
 - (b) 2nd offense, points will be forfeited for that weekend with no reimbursement.
 - (c) 3rd offense, you will be asked to leave the park with no reimbursement.

e) Speed Limit and/or Reckless Endangerment:

- i) The speed limit for all vehicles on the premises is 10 mph.
- ii) Any vehicle judged to be operated in an unsafe manner by track officials is eligible to have their team disqualified for the day on the first offense with no refund.
- iii) Repeat offenders may result in a permanent ban from the facility.
- iv) Burnouts anywhere but starting line will not be tolerated in any way and any driver caught doing so (even the first offense) is subject to immediate eviction from the property with a permanent ban from Lucas Oil Raceway at Indianapolis.

f) Tow Vehicles:

- i) Tow vehicles are allowed in Super Pro, Super Pro Bike and Junior Dragsters only.
- ii) No tow vehicles are permitted to be on the race track surface. All tow vehicles must travel down the return road.
- iii) All crew members must have restricted area wristbands.
- iv) Absolutely no one is allowed on tail gate of pickup. If passenger is in truck bed, they must sit on bed floor.

g) Alcohol Policy:

- i) No glass bottles are permitted anywhere on the Lucas Oil Raceway at Indianapolis property and absolutely no alcoholic beverages are allowed in any restricted area of the facility.
 - (1) This includes the staging lanes, starting line, track and return road.
- ii) Any driver believed to be intoxicated or found with an alcoholic beverage in their possession while still in competition will be disqualified immediately.
- iii) Any person found to be operating any vehicle while in possession of alcohol may be disqualified and/or ejected from the premises.
- iv) Repeated offenses will result in a two race suspension without points, (these will not be considered your 2 lowest points races). As stated above, drivers are responsible for their crew members and if crew members have to be reminded repeatedly about this rule, the driver may be disqualified.
- v) For drivers and crew members, the definition of “repeatedly” is to be told twice on any given day and/or having to be reminded three times on a weekly basis.
- vi) It is to the advantage of the drivers to police themselves and their crew members.
 - (1) If you ask someone to leave a restricted area due to alcohol possession and they become belligerent, do not put yourself at risk. Please notify a security officer or track official.

h) Waste Oil / Hazmat:

- i) Collection centers are provided throughout the pits. Waste oil must be dumped in these bins. Contaminated oil (contamination is any non-pure race oil, i.e., brake clean, carburetor cleaner, anti-freeze, etc...) must be taken with you when you leave. Safety-Kleen provides collection as a courtesy, please respect this service.
- ii) Do not leave anything on property that is not pure race oil.

i) Facility power.

- i) Competitors are welcome to the current limited supply of available power.
 - (1) Only use available supply of power.
 - (2) Do not use any race track supplied or installed breakers.
 - (3) Do not use more power than is available (i.e., if there is an outlet designed for two cords, do not run more than two cords off the outlet).
 - (4) If your cord crosses a throughway (pedestrian and or cars) cord must have a purpose built cable tray to alleviate any trip hazard and or car catching cord.
 - (a) No taping cord to asphalt.

4) COMPULINK CROSSTALK & AUTOSTART

a) Compulink CrossTalk:

- I. CrossTalk allows the tree to be fully shielded (all ambers) while giving several benefits. All racers have their own “clean” tree, with all ambers including the top amber facing directly towards them. CrossTalk functions in eliminations by firing the top amber in both lanes at the same time. This allows both cars a direct “hit” on the tree. The tree of the slower lane will continue counting down to the second and third amber as normal. The faster cars top amber will remain lit until the time comes for the second and third amber in that lane to cycle down. Note that CrossTalk function would only be run in “Super” classes in eliminations only. Footbrake classes would have a normal functioning tree.
- II. A driver (if he is the quickest of the pair) may cancel the CrossTalk function by including the letter “N” after the last digit of their dial-in.
 - (1) For example, a dial-in of 7.85N would cancel CrossTalk for that pair of cars if the 7.85 was the fastest dial-in. If you have the letter “N” after your dial to indicate you do not want Crosstalk activated in your lane, make sure you see the dash in front of your dial-in on the scoreboards before you stage.

- (a) If there is no dash in front of your dial-in on the scoreboards, then the clock operator did not see the “N” after your dial or you have it placed elsewhere on your window. In this case, DO NOT STAGE. Simply get the starter’s attention and point to the “N” on your window; he will call the tower by radio and have it corrected.

b) Compulink AutoStart:

i) The AutoStart system is used at Lucas Oil Raceway at Indianapolis in all classes at all events. This system starts the tree automatically when the AutoStart senses two fully staged vehicles so the starter can concentrate more on the track and conditions of the race.

(1) Here’s how it works: when the system sees both cars pre-staged and ONE of the cars staged, it starts a timer (actual length of timer is class specific, please inquire with the tower or go to the class rules and information). If the second car does not enter the staging beams within the timer’s parameters, a red light is activated for that car. This red light will NOT be negotiated under any circumstance. Remember, the system needs to see three lights before it starts the timer - two pre-stages and a stage.

ii) Don’t try to burn down your opponent.

5) DIAL-INS, ELECTRONICS & PROTEST PROCEDURES

a) Dial-In:

i) Cars are required to display dial-ins on the right side of the windshield and the right side window. If you do not have windows you may use a scoop or some other part of the car on the right side that is visible from the tower when you are at the ready line. Please make sure that both your number and your dial-in are clearly displayed. We will make every attempt to clarify what you have written but please remember that visibility from the tower is poor at times. Dial-in must be written out to the hundredth of a second (including zeros) before you leave the head of the staging lanes.

ii) You must have your dial in set when you cross the dial-in line. There will be a ground stripe and sign stating “cannot change dial past this point.”

(2) Failure to follow these rules is grounds for disqualification.

(3) The only exception to this is after a track clean-up or long delay, as the cars already past the dial-in line may change their dial at the competition director’s discretion.

b) Dial-In on Scoreboards:

i) You have an opportunity to verify that you and your opponent are dialed-in correctly.

(4) Make sure you verify your dial-in is correct on the scoreboards.

ii) Absolutely no re-runs for wrong dial-ins, even if both drivers agree. Once staged starter assumes they are correct.

c) Electronics per class:

i) If a driver is caught using electronics (delay boxes, trans brakes, air shifters, two steps, 4 wheel line locks, etc.) in a class that does not allow them during eliminations, then they will be disqualified immediately without refund.

(1) Additionally, if they are a point’s member, they will lose all points for the season.

(2) Even if a driver is caught during time runs then they are subject to disqualification also.

d) Protesting:

i) If you see a delay box or anything illegal, bring it to our attention and we will investigate it without a protest charge.

ii) However you can officially protest another racer for a protest fee of \$200 for Super Pro / \$100 for all other classes.

- (1) To do this, bring the funds to the Event Director and state which driver and what specific device you are protesting and why.
- (2) That driver will be escorted to a restricted inspection area.
 - (a) All inspections will be under the direct supervision of the Competition Director.
 - (b) If no illegal device is found, the 75% of the protest fee will go to the protested driver.
 - (c) If the driver is found illegal then 75% of the protest fee will be returned to protester and the illegal driver will be disqualified and will lose all season points.

e) Competition Director Decisions:

- i) Every effort has been made by Lucas Oil Raceway at Indianapolis to promote fair and honest racing for all participants with the best timing equipment available in the industry. In the unlikely event of an electronic or equipment malfunction, the Competition Director will decide the outcome of the race.
- ii) The Competition Director's decision is final and entry in the competition is acknowledgment that the participant accepts this ruling without recourse.

6) POINTS PROGRAM

a) Points Membership:

- i) Point's membership is at no-cost starting in 2019.
- ii) At the conclusion of the 2019 Race Season, all drivers entered in the season points program will have their two lowest E.T. Points races dropped.

b) Tie Breakers:

- i) To eliminate the need for runoffs between racers that are tied in points, tie breakers will be used to determine higher position. This system will ensure that all classes have a definitive Top 10 with no ties in points at the end of the year.
- ii) Tie breaker system will also be used to eliminate any ties in qualifying for the ET Finals.
 - (1) 1st - Driver with the MOST POINTS RACES WON during the current season
 - (2) 2nd - Driver with the MOST POINTS RACE RUNNER-UPS during the current season
 - (3) 3rd - Driver with the MOST SEMI-FINAL ROUND APPEARANCES in points races during the current season

c) Points Awarded:

- i) Points will be awarded through completion of season for the championship.
- ii) Points members will receive 20 points once their car passes tech inspection and they have run first round (the purchase of a tech card without the car present to receive the 20 attendance points is prohibited).
- III. Thereafter, each round won will grant 10 additional points, and a bonus of 1 point for class win.
 - (1) In a 6 round race, for example, 1st round losers receive 20 points, 2nd round losers 30 points, 3rd round losers 40 points, 4th round losers 50 points, 5th round losers 60 points, runner-up 70 points and winner 81 points.
- IV. In the event of breakage prior to first round, you can receive a credit (no points will be earned).
 - (1) You may also waive the credit and receive 20 points.
 - (2) If you cannot run and wish to receive the 20 breakage points, you must notify Race Control before the tower closes that night.
 - (3) You may receive a credit or points but not both.
- V. Buy Back Cars / Bikes will earn 5 points per round win and 1 bonus point for class win.
- VI. Points & Purse Policy for Weather Shortened Events – An event is defined as “COMPLETED” at the conclusion of first round in all classes (not including buy back).

- (1) If first round is not complete, a "Rain Out" Credit will be issued.
 - (2) If first round is complete, purses are then divided between all active drivers still in competition.
- VII. Points will also be awarded in each completed round for all classes.
- (1) If the event would happen to be cancelled (due to weather or any other circumstance beyond our control) in the middle of a class, points will then be awarded up until the last fully completed round of competition.
- VIII. If it is deemed necessary by the Competition Director to switch from ¼-mile to 1/8-mile (Bikes, Sportsman) for safety concerns or weather related issues, points will still be counted the same.

7) NHRA Div. 3 SUMMIT RACING EQUIPMENT ET FINALS

a) Qualifying & "No Shows"

- i) You **MUST** compete in a minimum of three point's races to qualify for the D-3 Summit Racing E.T. Finals.
- ii) Qualifying for the Bracket Finals will be from April 13th to July 21st.
- iii) The NHRA Summit Bracket Finals will be held at Lucas Oil Raceway at Indianapolis on September 13, 14, 15, 2019.
- iv) Drivers competing at NHRA Mello Yello Drag Racing Series events including the NHRA Summit Racing Series National Championships will be required to be 18 years of age or older.

b) High School Selection for ET Finals

- i) Two drivers will represent Lucas Oil Raceway in the High School class at the North Central Division Finals. High School class representatives must be enrolled in high school or be a 2019 graduate. The student and/or their car for competition may **NOT** be entered in any other class at the ET Finals. Selection for High School team representatives is as follows: First, the two highest points earning Sportsman class racers who meet the High School criteria and do not opt to race in the Sportsman class or any other class at the ET Finals. If we're unable to fill the two High School positions from the Sportsman class, we will then pull the highest points earners from the Junior Major class that meet the High School criteria.

8) Payout:

a) Payout Guarantee:

- i) Payout is guaranteed to be what is posted in each classes minimum car count per level of cars attending.
- ii) Payout is posted in class rules; this will be followed unless noted on high dollar races.
- iii) If car count is below overall sheet, minimum payout is 80% of total entry.

b) Class Count Cut Offs:

- i) Car count is calculated by how many cars compete in first round.

c) Payout of Rounds

- i) Payout of Rounds will start 30 MINUTES after last car of that round has finished.
- ii) Every Racer must fill out a Racer Payout Sheet **PER CHECK** per race.
- iii) Every Racer must have a current W-9 filled out per year. (If address or name changes, must complete new W-9)

9) SUPER PRO (4.30-7.75) 1/8 MILE

a) Class Specific Rules

- i) Computer: Prohibited unless stock vehicle by new car manufacturer. See general regulations 9:1
- ii) Data recorders: Permitted. See general regulations 9:2 & 9:10.
- iii) Delay boxes: Permitted, All direct wiring must be clearly identifiable to the tech inspector. See general regulations 8:2 for more information.
- iv) Trans-brake: Permitted.
- v) 4-wheel line lock: Permitted.
- vi) Automated shifter: Permitted.
- vii) Throttle Control: Permitted.
- viii) 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.
- IX. Switches & buttons: All switches and/or buttons must be standard mechanical connection type.
- X. Infrared laser, retinal scan, fingerprint, light source or any other non-mechanical type switch and/or button prohibited.
- XI. NHRA license: Required if running 6.39 or quicker.
- XII. Overview
- XIII. Rules of the NHRA Rule book will be followed unless they are noted and or superseded by the Lucas Oil Raceway at Indianapolis addendum.
- xiv) NHRA Rule Book https://member.nhra.com/Members/Contacts/Sign_In.aspx

b) Super Pro Pay Out:

Super Pro				Buy Back				
\$60.00					\$30.00			
Bottom	25	33	41	49	57	65	85	129
Top	32	40	48	56	64	84	128	140
W	\$800	\$900	\$1,000	\$1,100	\$1,200	\$1,500	\$2,000	\$2,500
R/U	\$325	\$400	\$450	\$475	\$575	\$675	\$900	\$1,125
Semi	\$100	\$125	\$150	\$175	\$225	\$300	\$400	\$500
1/4	\$60	\$75	\$80	\$100	\$115	\$125	\$200	\$225
1/8		\$20	\$20	\$20	\$20	\$40	\$40	\$100
1/16						\$20	\$20	\$40
1/32								\$20

10) Pro (5.40-8.99) 1/8 MILE

a) Class Specific Rules:

- i) Computer: Prohibited unless stock vehicle by new car manufacture. See general regulations 9:1.
- ii) Data recorders: Prohibited. See general regulations 9:2 & 9:10.
- iii) Delay boxes: Prohibited.
- iv) Trans-brake: Permitted.
- v) 4-wheel line lock: Permitted.
- vi) Automated shifter: Permitted.
- vii) Throttle control: Throttle must be manually operated by the driver's foot, with the exception of Motorcycle. Electronics, pneumatics, hydraulics or any other device may in no way affect the throttle operation. Dead stop under carburetor or gas pedal are permitted. Throttle timers, staging controllers, counters prohibited.
- viii) 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.
- ix) Switches & buttons: All switches and/or buttons must be standard mechanical connection type.
- x) Tow vehicles are prohibited in Pro E.T.
- xi) Vehicles running 5.70 to 6.39 in the 1/8 mile must meet all applicable safety rules. See NHRA Rulebook.
- xii) NHRA license: Required if running 6.39 or quicker.

b) PRO Payout:

Pro		Buy Back						
\$50.00					\$25.00			
Bottom	20	33	40	50	65	81	105	129
Top	32	39	49	64	80	104	128	150
W	\$500	\$700	\$800	\$900	\$1,100	\$1,500	\$1,800	\$2,000
R/U	\$225	\$315	\$350	\$475	\$500	\$675	\$800	\$900
Semi	\$100	\$140	\$150	\$175	\$225	\$300	\$350	\$400
1/4	\$50	\$60	\$75	\$100	\$100	\$125	\$150	\$175
1/8		\$15	\$15	\$15	\$40	\$40	\$40	\$75
1/16					\$15	\$15	\$15	\$15

3) SPORTSMAN (12.00-19.99) ¼ MILE

a) General Procedures

- I. Computer: Prohibited unless stock vehicle by new car manufacture. See general regulations 9:1.
- II. Data recorders: Prohibited. See general regulations 9:2 & 9:10.
- III. Delay Boxes, trans-brakes, 4-wheel line locks, Prohibited.
- IV. Automated shifter: Prohibited unless OEM.
- V. Throttle control: Throttle must be manually operated by the driver's foot, with the exception of Motorcycle. Electronics, pneumatics, hydraulics or any other device may in no way affect the throttle operation. Dead stop under Carburetor or gas pedal are permitted. Throttle timers, staging controllers, counters prohibited.
- VI. Line lock: 2-wheel line locks permitted on non-drive wheels only.
- VII. OEM electronics, tachometer, single stage rev limiters: Permitted.
- VIII. Ignition: Stutter boxes prohibited. Starting line or "high side" rev limiters permitted. One step rev limiter permitted, 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.
- IX. Switches & buttons: All switches and/or buttons must be standard mechanical connection type.
- X. Tow vehicles are prohibited in Sportsman

b) Sportsman Payout:

Sportsman		Buy Back							
\$35.00					\$20.00				
Bottom	17	25	33	41	49	57	65	73	81
Top	24	32	40	48	56	64	72	80	88
W	\$250	\$300	\$400	\$500	\$600	\$700	\$800	\$900	\$1,000
R/U	\$115	\$125	\$175	\$225	\$275	\$315	\$350	\$400	\$450
Semi	\$35	\$50	\$75	\$100	\$125	\$140	\$150	\$180	\$200
1/4	\$10	\$35	\$35	\$45	\$50	\$60	\$70	\$80	\$90
1/8			\$10	\$10	\$10	\$10	\$30	\$35	\$40
1/16							\$10	\$10	\$10

4) PRO BIKE 7.50 - 15.99 ¼ MILE

a) Class Specific Rules

- I. Pro bike will chip for pairings.
- II. Computer: Prohibited unless stock vehicle by new bike manufacturer. See general regulations 9:1
- III. Data recorders: Permitted. See general regulations 9:2 & 9:10.
- IV. Delay boxes: Permitted, All direct wiring must be clearly identifiable to the tech inspector. See general regulations 8:2 for more information.
- V. Automated shifter: Permitted.
- VI. Throttle Control: Permitted.
- VII. Ignition: Stutter boxes prohibited. Starting line and or "high side" rev limiters permitted.
- VIII. 2-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.
- IX. Switches & buttons: All switches and/or buttons must be standard mechanical connection type.
- X. Infrared laser, retinal scan, fingerprint, light source or any other non-mechanical type switch and/or button prohibited.
- XI. NHRA license: Required if running 6.39 or quicker.
- XII. Overview
- XIII. Rules of the NHRA Rule book will be followed unless they are noted and or superseded by the Lucas Raceway at Indianapolis addendum.
- xiv) NHRA Rule Book https://member.nhra.com/Members/Contacts/Sign_In.aspx

b) Pro Bike Payout

Pro Bike		Buy Back					
\$35.00					\$20.00		
Bottom	9	13	17	21	26	33	40
Top	12	16	20	24	32	39	46
W	\$175	\$275	\$325	\$350	\$400	\$450	\$600
R/U	\$75	\$100	\$150	\$160	\$180	\$200	\$275
Semi	\$20	\$30	\$60	\$75	\$80	\$90	\$125
1/4			\$10	\$35	\$35	\$40	\$50
1/8						\$10	\$10
1/16							
1/32							

5) JUNIOR DRAGSTER

I. Junior Dragster will draw cards for pairings, first round, buy back and second round. At third round cars will ladder.

II. Junior Dragsters we will be divided into 2 classes, Junior Minor and Junior Major:

III. Junior Minor

- (1) 6 – 7 year olds, 13.90 ET limit
- (2) 8 – 9 year olds, 11.90 ET limit
- (3) 10 - 12 year olds 8.90 ET limit for

(a) In Minor Class, one (1) push back is allowed by driver raising hand. Engine may not be touched by crew chief during a push back.

IV. Junior Major

- (1) 13 – 18 year olds 7.90 ET limit

V. Trainee Class

- (1) Single time trial class for 5 year old trainee drivers only.

VI. Orange flag rule will be enforced when towing

VII. Vehicles may be towed back.

- (1) Vehicles may not be pushed back per NHRA rule.

VIII. Buy backs will be used 1st round only and will be run before second round winners.

- (1) Buy Back Winners will advance to third round.
- (2) A Buy Back.
- (3) If there is a bye run they will run with first row of winners.
- (a) Winner's car will have lane choice.

IX. All safety equipment must remain on until after the driver has received their time slip, pulled to side by the scales and shut off their car.

X. No one under the age of sixteen is allowed to operate a tow vehicle.

XI. Junior Major Payout

Junior Minor \$25 Entry Fee	Junior Major \$25 Entry Fee	Buy Back \$10						
Bottom	3	5	9	13	17	21	24	29
Top	4	8	12	16	20	23	28	32
Win	\$50	\$50	\$100	\$150	\$200	\$200	\$200	\$250
R/U		\$25	\$50	\$50	\$100	\$100	\$150	\$150
Semi			\$15	\$15	\$15	\$15	\$15	\$15
1/4					\$15	\$15	\$15	\$15
1/8								

XII. Junior Minor Payout

Junior Minor \$25 Entry Fee	Junior Major \$25 Entry Fee	Buy Back \$10						
Bottom	3	5	9	13	17	21	24	29
Top	4	8	12	16	20	23	28	32
Win	\$50	\$50	\$100	\$150	\$200	\$200	\$200	\$250
R/U		\$25	\$50	\$50	\$100	\$100	\$150	\$150
Semi			\$15	\$15	\$15	\$15	\$15	\$15
1/4					\$15	\$15	\$15	\$15
1/8								

- 6) JUNIOR STREET** 1/8 mile, 9.00 ET limit Winner will receive a trophy, no money payout
- i) NHRA Jr Street is for drivers 13 years of age thru the year of their 16th birthday.
 - ii) Driver may only participate driving a full-bodied car, truck, van or SUV.
 - iii) Open Top SUV Type vehicles prohibited, convertibles allowed, but top must be closed at all times.
 - (1) Motorcycles and race cars prohibited.
 - iv) All vehicles must be street legal and driven through the gate.
 - v) Vehicle must have correct state license plate (dealer tag, paper tag, temporary tag prohibited)
 - vi) A valid state registration, proof of current insurance.
 - vii) Vehicle must be able to pass all state highway laws for the state it is registered.
 - viii) Driver cannot participate in any other class except for Jr Dragster class.
 - ix) Driver may only drive the vehicle from staging lanes to the starting line, on the drag strip, and on return road as far as timeslips.
 - x) All runs must be made with the participants parent, legal guardian 25 years or older with a valid driver license.
 - xi) Driver must have a valid NHRA Jr Street competition license.
 - xii) Seatbelts must be worn at all times by both the driver and supervisory adult.
 - xiii) Helmet mandatory for driver and supervisory adult. Can be either open face or close faced and must meet a rating Snell M2010, SA 2010, SA2015, or 31.1/2010, 31.1 /2015, 41.1/2015 certification.
 - xiv) No shorts, bare legs, tank tops or bare torsos permitted while racing, (applies to driver and supervising adult).

