



2008 Rules

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.

1.0 General Rule Statement

- 1.1 Vehicles participating in racing events must appear presentable at all times. Any vehicles bearing advertising or messages deemed inappropriate by the Tech Department will be denied participation.
- 1.2 Any participant (including drivers, riders, crew members, etc.) considered to be under the influence of alcohol, drugs or any other judgement impairing substance will be disqualified from the event and will be asked to leave the facility.
- 1.3 Speed limit in the pit area, tech area and staging lanes is 10 m.p.h. Burnouts are allowed in the burnout area (behind the starting line) only.
Dragsters are the only vehicles allowed to burn across the starting line. Any other vehicle that does may be disqualified.
- 1.4 Participants at events are expected, at all times, to conduct themselves in a professional and non-disruptive manner. Any participant who, in the sole and absolute judgment of track personnel, 1) verbally or physically threatens another participant or other person, 2) uses vulgar or derogatory language, 3) engages in unsportsmanlike conduct or conduct detrimental to the sport of

racing, or 4) otherwise creates a condition or circumstance that is unsafe, unfair, or out of order shall have violated the rules and regulations of NHRA and Route 66 Raceway can be disqualified or banned from the facility

2.0 Technical Inspection

- 2.1 Route 66 Raceway is an NHRA member track and will use the NHRA Rule Book as a guide for inspecting vehicles. Tech Officials reserve the right to impose additional requirements more stringent than those specified in the NHRA Rule Book.
- 2.2 The Tech Department may permit minor deviations or exceptions from those prescribed in the NHRA Rule Book. **NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH DEVIATION OR EXCEPTION.**

3.0 Race Information

- 3.1 All race vehicles are presumed "race ready" (per NHRA rules) upon entering the facility. Once a driver has passed tech inspection, there will be no refunds or exchanges.
- 3.2 Racers are allowed to have a maximum of three crew members assist them in the restricted area.
- 3.3 All persons (driver, crew, etc.) must execute a **RELEASE AND WAIVER OF LIABILITY, ASSUMPTION OF RISK AND INDEMNITY AGREEMENT** before entering the restricted area. At Route 66 Raceway, the restricted area begins at the "tunnel" under the tower suite building, continues downtrack through the shutdown area (including adjacent "chase" road) and the return road, ending where the return road enters the pit area.
- 3.4 Crew member's ages 14 through 17 years need to have a **MINOR RELEASE AND WAIVER OF LIABILITY** form executed by either both parents or guardian to enter the restricted area. Children 14 years of age and under must remain in the enclosed portion of a tow vehicle while in the restricted area. Minor Waiver forms are done on an annual basis. Both parents and guardian must sign annual waiver form for minor to enter restricted area.
- 3.5 Each vehicle should display a competition number and class designation on the windshield, both side windows and the right side of the rear window. Numbers should be 6 inches tall on sides and 3 inches front and rear.

- 3.6 Your dial-in will be displayed on the scoreboards as well as on display boards located in front of the burnout box. **DO NOT STAGE YOUR VEHICLE UNTIL YOU HAVE CHECKED YOUR DIAL-IN.** By staging your vehicle you have affirmed the dial-in is correct. Dial-in cannot be changed beyond red line at front of staging.

4.0 Rainout Policy

- 4.1 If rain or other occurrences halts races where your class has reached a money round, prize money will be distributed equally to the remaining racers and the race will be considered completed.
- 4.2 At any time during eliminations, if rain or other occurrence halts racing, racers will receive points earned to that point, provided the class round is completed.
- 4.3 No refunds at anytime.

5.0 Registration and Points

- 5.1 Racers desirous of participating in the NHRA Division 3 Summit E.T. Finals and the Route 66 Raceway E.T. Series must register with Route 66 Raceway, before the first point's race. In order to earn points you must have a NHRA competition number.

Points in all classes will be awarded on the following basis:
10 points for entering event & passing Tech (you must stage 1st round for credit)

Win 1st rd 21 points

Win 2nd rd 12 points

Win 3rd rd 13 points

Win 4th rd 14 points

Win 5th rd 15 points

Win 6th rd 16 points

Win 7th rd 17 points

Win 8th rd 18 points

This system keeps going though as many rounds as needed.

Ties broken by best package of final points race. If one of the racers is not there for that event the participant who is wins, if neither are it goes back to last race both attended. If they are still tied it goes back until the tie is broken.

- 5.2 **Super Pro winner and runner-up will be eligible for extra points at each E.T Bracket Race. The winner of Super Pro will receive (10) points and the runner-up will receive (5) points if they pass inspection for containment or blanket device before and after each event. Tech officials will also document containment device at annual extended tech inspections.**
- 5.3 In order to participate in the 2008 Summit E. T. Racing Series Finals at Pomona, CA. you must be 18 years old on or before Nov. 13, 2008.

6.0 Summit E.T. Finals

- 6.1 The NHRA Division 3 Summit E.T. Finals will be held September, 2008 at Indianapolis Raceway Park. This is a "Team Tournament" event where each track in NHRA Division 3 sends 32 representatives who, in addition to individual honors, earn points towards a team championship. Route 66 Raceway will send drivers in each of the following classes:
Super Pro. Pro E.T., Street and Super Pro Bike. Two drivers will represent the High School class. Junior Dragsters will no longer be a part of the program at the finals. They will compete at the Wabash Valley Junior Dragster event.
- 6.2 The Brackets for the E.T. tournament will be as follows:
- | | | |
|---------------|----------------|-----------------------|
| 7.00 - 11.99 | Super Pro | (electronics allowed) |
| 9.50 - 13.99 | Pro E.T. | (No electronics) |
| 12.00 - 19.99 | Street | (No electronics) |
| 7.50 - 15.99 | Super Pro Bike | (electronics allowed) |
- 6.3 Points standings at final point's race will determine Route 66 team for the E.T. Finals.
- 6.4 An NHRA competition number is required to compete in the Summit E.T. Racing Tournament Finals and at NHRA Sportsman Drag Racing Series events. NHRA forms are available at the track. We require an NHRA competition number for all E.T. Racers.
- 6.5 The high school student and/or their car for competition may NOT be entered in any other bracket at the E.T. finals.
- 6.6 All Racers that qualify for the Summit E.T. finals must be present at the last points event of the year. Drivers not present with car will not be eligible to represent the track at the Summit E.T. finals. If the driver is unable to be present due to a death in the family, wedding etc... The driver must inform drag strip manager one hour before first round of the final day of eliminations.

7.0 Prohibited Devices

7.1 Super Pro (7.00 to 11.99)

- 7.11 Computer: Prohibited unless stock vehicle by new car manufacturer. (NHRA Gen. Reg. 9:1)
- 7.12 Data Recorders: Permitted (in ET racing see Sec. 1A. Support Group 9) (NHRA Gen. Reg. 9:2)
- 7.13 Delay Boxes: Permitted, one box/device only attached to trans-brake and or throttle timer only. Delay box may only display delay amount. All direct wiring must be clearly identifiable to tech inspector.
- 7.14 4-Wheel line lock: Permitted
- 7.15 Automatic Shifter: Permitted
- 7.16 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.

- 7.17 Switches & Buttons: All switches and/or buttons must be standard mechanical connection type. Infrared laser, retinal scans, fingerprint, light source or any other non-mechanical type switch and/or button prohibited.

7.2 Pro E.T. (9.50-13.99)

- 7.21 Delay boxes: Prohibited
- 7.22 Throttle Control: the driver's foot must manually operate Throttle control. Electronics, pneumatics, hydraulics or any other device may in no way affect the throttle operation. Throttle timers, counters, prohibited.
- 7.23 Trans-brake: Permitted
- 7.24 4-wheel line lock: Prohibited
- 7.25 Automated Shifter: Permitted
- 7.26 Computer: Prohibited unless stock vehicle by new car manufacturer. (NHRA Gen. Reg. 9:1)
- 7.27 Data recorders: (See NHRA Gen. Reg. 9.2 & 9.2A)
- 7.28 Ignition: Stutter boxes prohibited. Starting line and or "high side" 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.
- 7.29 No tow vehicle allowed

7.3 Sportsman (12.00 –19.99)

- 7.31 Delay boxes, 4-wheel line locks, trans-brakes, automated shifters: prohibited.
- 7.32 Computer: Prohibited unless stock vehicle by new car manufacturer. (NHRA Gen. Reg. 9.1)
- 7.33 Data Recorders: (See NHRA Gen. Reg. 9.2 and 9.2A)
- 7.34 Throttle Control: the driver's foot must manually operate Throttle Control. Electronics, pneumatics, hydraulics or any other device may in no way affect throttle operation. Throttle timers, counters prohibited.
- 7.35 Line locks: 2-wheel line locks permitted on non-drive wheels only.
- 7.36 OEM electronics, tachometer, single stage rev limiters: permitted.
- 7.37 Ignition: Stutter boxes prohibited. Starting line and or "high side" 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.
- 7.38 Switches & Buttons: (See 7.17 above)
- 7.39 No tow vehicles allowed.

7.4 Pro Bike (7.50 –15.99)

- 7.40 Delay boxes throttle control: Permitted
- 7.41 Computer, data recorder: Prohibited (See NHRA Gen. Reg. 9.1, 9.2 & 9.2A)
- 7.42 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.
- 7.43 Switches & Buttons: (See 7.17 above)
- 7.44 No Scooters or minibikes

7.5 High School (12.00 - and slower)

- 7.50 High School representatives must be enrolled in high school or be a 2008 graduate.
- 7.51 Rear tires: Rear tires limited to a maximum 10-inch tread width. Must be DOT street tire.
- 7.52 Electronics: Same as Sportsman above
- 7.53 Neither the student nor their car may be entered in any other eliminator at the event.

- 7.54 The vehicle must be a street-legal car with a dial-in of 12.00 or slower.
- 7.6 **Jr. Dragster (7.90- Slower) MPH limit 85**
- 7.61 Gauges: Tachometer may monitor / display engine rpm only. Play back type tachometer permitted.
- 7.62 Ignition shutoff: Second shutoff to be mounted on driver deflector plate within three - inches of top of roll cage. All connectors must utilize eyelet and screw connections. Push on type prohibited. Six - inch long wire tie must be attached to spark plug wire within one inch of spark plug.
- 7.63 Towing: Tow straps may not be attached to any portion of the roll cage.
- 7.64 A fluorescent or brightly colored flag attached to Jr. Dragster anytime vehicle is towed is mandatory.

GENERAL INFORMATION

LED bulbs will be used on the Christmas tree at Route 66 Raceway. Also the cross-talk system will be used on the Christmas tree – in super pro and super pro bike.

The above system will also be utilized at the Summit ET Finals.

For further information on cross-talk Route 66 Raceway will have a supplement sheet explaining the system or contact Route 66 Raceway.

8.0 Buy Backs

- 8.1 No buy backs.

9.0 Breakage

- 9.1 If your vehicle breaks during unloading, tech or any other time prior to attempting you first time trial, you will receive full credit for your entry fee. As a general rule the point of demarcation is the “water box”. If your vehicle breaks after having reached the “water box”, you will not receive a credit for your entry fee.
- 9.2 No cash refunds at any time

FOR COMPLETE RULES CONSULT YOUR CURRENT NHRA RULEBOOK.

Bracket Series Payout

<u>Payout</u>	<u>Super Pro</u>	<u>Pro ET</u>	<u>Pro Bike</u>	<u>Sportsman</u>	<u>Top Sportsman</u>
Winner	\$1200	\$1000	\$360	\$240	\$1200
Runner-up	\$ 500	\$ 400	\$180	\$120	\$ 500
Semi's	\$ 250	\$ 200	\$ 90	\$ 60	\$ 300
Quarter's	\$ 125	\$ 100			\$ 100
1/8th Round	\$ 60	\$ 50			

Admission \$15.00

<u>Tech Cards</u>					
Super Pro	Pro ET	Pro Bike	Sportsman	Top Sportsman	High School
\$60	\$50	\$35	\$25	\$75	\$10

SUPER PRO AND PRO CARS ARE NOT ALLOWED TO RUN ANTIFREEZE.

TOP SPORTSMAN

\$ 75.00 CAR ENTRY

- 32 Car Qualified Field
- **7.99 OR QUICKER**
- HANDICAP .500 FULL-TREE
- TREE CONFIGURATION – CROSS TALK
- CAR MUST HAVE TWO DOORS, FENDERS, ROOF, AND LEFT HAND STEERING
- CHASSIS MUST BE NHRA CERTIFIED
- DRIVER MUST BE NHRA LICENSED
- MUST PASS NHRA & ROUTE 66 RACEWAY TECH INSPECTION
- NO RESTRICTION ON ENGINE, TRANSMISSION OR FUEL DELIVERY
- QUICKEST E.T. GETS LANE CHOICE
- ALL ENTRIES MUST BE SELF STARTING
- DIAL-IN MAY NOT BE SLOWER THAN THE SLOWEST QUALIFIED CAR OR 7.99
- QUALIFIERS WILL BE PAIRED IN THE FIRST ROUND
- NO OPEN TIME RUNS PRIOR TO QUALIFYING
- NO BUYBACKS
- NO REPLACEMENT VEHICLES AFTER QUALIFYING
- NO ALTERNATES
- ENGINE MUST BE EQUIPPED WITH A PROPERLY FITTING LOWER-ENGINE-BALLISTIC/RESTRAINT DEVICE

Payout for Top Sportsman 2008 Season

\$1200.00 – Winner

\$ 500.00 – R/U

\$ 300.00 – Semi

\$ 100.00 – ¼'s

For additional information go to www.nhradiv3.com

MOST FREQUENTLY ASKED QUESTIONS ABOUT LICENSES AND PERMANENT NUMBERS

DO I NEED A LICENSE? Simply, if you drive a car or bike that runs quicker than 9.99 seconds (6.46 eighth mile) you need to apply for a NHRA competition license before you can begin racing at NHRA member tracks.

HOW DO I GET A LICENSE? There are a few simple steps to obtaining an NHRA competitions license: First, you will need a NHRA physical examination. Family doctors or walk-in clinics can provide this. Secondly, you must pass a blindfold test in your race car- knowing where all controls and switches are without looking for them. Finally, you will need to make a total of six runs and have those runs witnessed by two drivers who are currently licensed in the class for which you are applying (or a faster class). During the session, a new driver is required to make one half-pass and three moderate runs. Then two full runs are required. All full runs must produce ET's representative of the category applied for. Original time slips from all six runs must be attached to the license application. All test runs must be single (non competition) runs. Further details on the NHRA licensing procedure are printed on the NHRA license application.

HOW MUCH DOES AN NHRA LICENSE COST? An NHRA competition license is \$50 for two years. The cost of the license includes a permanent number. Numbers for additional classes are \$10 per class. If you lose your license, replacements are \$5 and there is a \$10 fee for drivers who upgrade or cross grade their licenses.

DO I NEED A MEMBERSHIP? Drivers competing in NHRA national events, NHRA Sportsman drag racing series races, National open events, and the Summit Racing Series must have an NHRA membership. Memberships are \$64.00 per year or \$118.00 for two years. Benefits include a \$485,000 excess medical insurance policy, 48 issues of NATIONAL DRAGSTER, an official NHRA RULE BOOK, patch and hat pin.

HOW LONG IS MY LICENSE GOOD FOR? An NHRA license expires two years from the date of the physical examination; one year for professional categories.

I AM MOVING UP FROM SUPER GAS TO COMP ELIMINATOR, DO I NEED A NEW LICENSE? Drivers moving up to a faster class, or changing from an open wheel to a bodied car will have to complete the upgrade/crossover requirements; this consists of making three runs in the new car (one moderate, two full) in front of two licensed drivers in the same class. An exception to this is a cross grade between cars and motorcycles, where all new driver requirements must be met.

MY LICENSE HAS EXPIRED, HOW DO I RENEW IT? If your license has recently expired, all that is required to renew it is a current physical examination and the \$50 fee. If the license has been expired for more than six months, the upgrade/cross grade requirements must be completed (see above). If a driver has not competed for a period of two years or more, he or she will have to complete all new driver requirements again.

DO I NEED A PERMANENT NUMBER? All drivers competing in non-licensed classes must have a NHRA permanent number to participate in national open events. Also, this applies to the ET finals, both 1/8 & 1/4 mile events.

CHECK LIST FOR DRIVER LICENSING

1. Test vehicle must pass tech and have a current NHRA roll cage tag for ET to be run.

For example: A fuel altered using nitromethane for fuel would be inspected to the top fuel rules if it is using nitromethane or the TA/D rules if using alcohol for fuel.

The driver of any car using nitromethane for fuel must have a license for the correct corresponding class: i.e. fuel altered (nitro) = Funny car; fuel altered (alcohol) = TA/FC; pro mod (carbureted/gasoline) = pro stock; pro mod (supercharged/alcohol) = TA/FC.

2. A **Completed Original** of the NHRA physical in hand.

3. Check each witness' license! They must have a current license equal to or faster than that being applied for.

4. Blindfold test must be conducted by the witnessing drivers.

5. Up grade or cross grade allowed only if driver has a current license/permanent number in the correct category.

6. **Driver may not compete in event on the same day as the license test.**

7. All license runs may be accomplished in the same day (time permitting).

8. All test runs must be completed.

9. ET on full runs must be representative of license class applied for.

10. All drivers must be in possession of temporary or permanent NHRA license certificate to be eligible for competition.

THE RACE DIRECTOR'S DECISION IS FINAL IN ALL CASES

The Race Director shall be empowered to permit minor deviations from any of the specifications herein, or impose any further restrictions that in his opinion do not alter the minimum acceptable requirements. NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATION. Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final and may not be protested in any manner.

The following rules are only a few of NHRA rules you need to meet to race at Route 66 Raceway, but they are the most commonly caught by our tech officials.

CREDENTIALS: Driver must have a valid unrestricted state-or government-issued driver's license, with no underage driving restrictions (i.e., supervised, provisional, etc.) or NHRA competition license; subject to inspection by officials at any time.

If you run 13.99 or faster you must have a helmet (min Snell 2000).

Roll bar mandatory in all cars running 11.00 to 11.49 (including T-Tops) in convertibles running 11.00 to 13.49. (Check the NHRA rulebook)(Sec. 1a – ET racing)

Roll cage mandatory in cars running 10.99 or quicker and exceeding 135 MPH. If floor and firewall are unaltered roll bar permitted. In convertibles running 10.99 or quicker or exceeding 135 MPH, roll cage mandatory.

Fire jackets required for drivers in cars faster than 11.49 SFI spec. 3.2A/1; Drivers in cars running 9.99 and faster must have jacket and pants, meeting SFI spec. 3.2A/5

Master cutoff for battery required for any car where the battery is relocated to trunk.

Battery must be securely mounted as described in the NHRA rulebook.

Catch can required for coolant overflow.

NHRA chassis sticker and license required for cars 9.99 or exceeding 135 mph. After market harmonic balancer mandatory on all cars running 10.99 or quicker (SFI 18.1)

Driveshaft loop required on all cars running 13.99 or quicker utilizing slicks, except vehicles running 11.49 seconds or slower equipped with street tires.

Shirts, bare legs, tank tops, & bare torsos prohibited when driving in competition regardless of class, E.T. or M.P.H. **All drivers are required to wear full-length pants, shoes, and socks.** Nylon or nylon-type clothing and open-toes shoes prohibited.

Hub caps and trim rings must be removed.

“SPINNER” style wheels or any wheel design that incorporates movable pieces while vehicle is in motion or stationary are prohibited.

PIT AREA

Go to the pit area, park and prepare your vehicle to race. Please allow for as many to park in pit area as possible. Please read all racer information you were given at the gate. Then report to tech.

TECH INSPECTION

After filling out your tech card, proceed to Tech inspection, located by the gas station. A tech inspector will check your vehicle, and put your number on your vehicle. Also at tech you must purchase a run card for the class in which you intend to participate. You must present this card each time you come to the staging lanes. The run card is nontransferable and can only be used to allow access to the lanes for the vehicle for which the run card was purchased.

RELEASE AND WAIVER OF LIABILITY AGREEMENT FORM

This form must be signed at Tech by all drivers, participants and crew entering the restricted area. Those without wristbands will not be allowed to enter the restricted area.

STAGING LANES

Come to the lanes only when your class and assigned lane is called. When your lane or class is next, make sure you are ready to race, be sure your helmet is on, your seat belt fastened properly and all windows up.

PAIRINGS

Pairings are determined by the chip system Staging Director will pull chips determining who has what lane.

WATER BOX

Cars with slicks will be guided into the water by the employee operating this area. Start burnout only when starting line/water box staff instructs you to do so. All cars with street tires must drive around the water box. They may, however, then back up to the damp area of the water box to do a burnout.

PRE-STAGE

Move forward until both sets of the top small yellow lights on the “Christmas Tree” are lit and prepare for the 3 amber-colored lights (amber spotlights) to

count down to the green light. (Leave on the 2nd and 3rd amber light depending on the reaction of you and your vehicle).

STAGING PROCEDURE

When you light your stage beam, you are telling the starter you are ready! It doesn't mean you will be ready in a few seconds. The starter has many responsibilities. He or she watches for debris and fluid on the track, for leaks from under your car, to see if the previous cars have cleared the shutdown area, proper staging procedure, etc. The starter works hard to achieve the fairest starts possible and occasionally a faster or slower start will happen. But it is the same for both drivers! So please **RACE YOUR COMPETITION, NOT THE STARTER!!** Your last staging motion must be in a forward direction.

When staging "Deep" do not stop your forward motion after the pre-stage light comes on. Proceed to deep position and be ready. Mark "DEEP" on window where starter can see it. When deep staging, you must stage before your opponents stages.

RACE TIME

Go! If your vehicle has problems, pull to the outside of your lane and stop. If no problem exists, always clear racing surface before stopping. If you "red light", which is an automatic loss during eliminations, **DO NOT** slow down and take your frustrations out on the next racers waiting to race.

FINISH LINE

Drive past the finish line, **LEAVE YOUR VEHICLE IN GEAR** and brake. Turn right at the first exit which you can safely negotiate the turn. Yield the right of way to the vehicle in the right lane when exiting the track.

REMOVAL OF SAFETY EQUIPMENT BEFORE EXITING THE TRACK IS PROHIBITED.

END OF TRACK

If experiencing stopping problems, GO STRAIGHT into sand trap (NEVER attempt to turn while traveling at high speed.) Drag cars are built to go straight, not turn corners fast.

TIME SLIP BOOTH

STOP here and get your time slip.

TIME SLIP

This tells you your reaction time (.000 is perfect-pro tree), 60' 330' 660' 1000' 1320' elapsed times and 660'/1320' MPH. Your time slip also gives you the same information about your competitor as well as records which racer was the winner during eliminations. (MOV stands for "margin of victory")

RETURN ROAD

The speed limit is 10MPH and follow posted road signs. Violators will be penalized which could mean disqualification.

ELIMINATIONS

Come to assigned lanes when called by P.A. System or the fm broadcasting system which can be received on 88.5 fm. Only winners return when called.

BYE RUNS

Bye runs are determined by random drawing for first round. In subsequent round, bye runs are determined by the best reaction time from the previous round. You will carry that bye run until used.

TAIL LIGHTS

All vehicles in competition, in all classes, MUST have at least one working tail light. This tail light must be used on each and every run after the track overhead lights have been turned on. Failure to have a tail light turned on will cause the driver or rider to get a warning on his first offense. The second time during a night a racer does not have a tail light turned on may cause an automatic disqualification.

LEAKING ON THE LINE

Any car found to be leaking on the starting line may be disqualified. If the starting line official does not detect the leak until after the car leaves the lane, the driver will be warned about the leak before the next pass. On the next pass, the starter will watch very closely for the leak. Only if the starter determines that the leak has stopped, or is small enough as not to endanger the racer or the

following racers, will he allow that car to compete. This is sometimes a judgment call, and is intended for the safety of all racers. In all cases, the starting line officials have the final word.

NO REFUNDS AT ANYTIME

THE RACE DIRECTOR MAY WAIVE, AMEND, OR MODIFY ANY RULE IN THIS BOOK AT ANY TIME FOR ANY SINGLE OCCURANCE, FOR ANY GOOD CAUSE. THESE ACTIONS BY THE RACE DIRECTOR ARE NOT PROTESTABLE IN ANY MANNER.

GLOSSARY

Aftermarket - Generally, the replacement parts and high performance products market.

Air dam - Used to direct or block airflow. Used in front to prevent airflow to undercarriage, intended to prevent turbulence and lift.

Arm restraints - Restraining straps to restrict arm movement.

Ballast - A controlled amount of weight. Functionally positioned, used to help traction or prevent wheelstands.

Belly pan - Generally, a skin of aluminum or fiberglass used to cover the undercarriage of a vehicle, assisting in preventing turbulence and air drag.

Burn out - Spinning of rear wheels at high RPM in water to heat and clean drive tire rubber prior to a run, resulting in increased traction.

Camber - Tilting of the top wheels from the vertical. When tilt is outward, camber is positive.

Castor - Tilting of steering axis forward or backward to provide directional steering ability. Positive castor is recommended in drag racing.

Catch-can - A container used to collect liquid overflow preventing spillage on the race track. Also known as catch tank.

Christmas Tree - An electronic starting device incorporating calibrated lights displaying a visual countdown for each driver, activated by a designated official.

Chromoly - Also Chrome Moly or Moly. Short for Chromium Molybdenum steel. A very strong tubing highly adaptable for race car construction.

Chute - Short for parachute or drag chute. Used to assist high speed braking.

Competition area - The staging lanes, race track, and return road area.

Delay box - A device that causes a delay between the release of a button and the action of the vehicle.

Dial-in - Elapsed time selection which relates to the vehicle's actual elapsed times in practice. The elapsed time a racer thinks his car will run.

Driver's suit - Generally, protective clothing made of fire-resistant material.

E.T. - Elapsed time. The total time it takes to go from starting line to finish line.

Eliminations - When vehicles are raced two at a time, resulting in one winner and one loser. Loser is eliminated and winner continues to race in tournament-style competition.

Fire resistant- Represented by the manufacturer as being fire resistant.

Fishtail - Rear of vehicle swaying from side to side. Generally the result of traction loss.

Flash shield - A device to encompass the air inlet of a carburetor's sides, top, and rear. To protect driver in case of engine backfire.

Foul start - When a vehicle leaves the starting line before the green light starting signal.

Fuel injection - (F.I.) A system replacing conventional carburetors which puts fuel under pressure into combustion chamber or into air flow prior to entering chamber.

Gussett - A reinforcement addition adding web-like or triangular reinforcement to car structure, usually welded in place.

Halon - Special Freon fire extinguisher. (Ref FE 1301) Generally a 3% to 5% concentration will extinguish fire.

Headers - Fine-tuned exhaust system routing exhaust from engine. Replaces conventional exhaust manifolds.

Hole shot - A starting line advantage achieved by the quicker reacting driver.

Hotchkiss-type - An open or exposed driveline assembly. The type of rear suspension in which the springs absorb the rear axle torque.

Ladder bars - A 3 point traction device with two attachment points at the rear axle housing and one point at the frame.

Lexan - A trade name of General Electric used for a durable and clear plastic material. Used for replacement windows and windshields.

M.I.G. - Metal Inert Gas arc welding. Uses a continuous - feed filler rod material pulled through the torch from a roll of wire.

M.P.H. - Miles per hour.

Magnaflux – The process of using a special electromagnet and magnetic powder to detect cracks in iron which may be invisible to the naked eye.

Nomex - Trade name of DuPont, a fire resistant fabric used in the manufacturing of protective clothing.

O.E. - Original Equipment Manufacturer. Original automobile manufacturer.

Otto cycle - The four operations of intake, compression, power, and exhaust (4-cycle engine). Named for inventor Doctor Nikolaus Otto.

Pilot chute - A spring loaded device which pulls the braking parachute from its pack.

Planetary transmission - A transmission in which the various gears revolve around one another.

R.P.M. - Revolutions per minute.

S.E.M.A. - Specialty Equipment Market Association.

S.F.I. Foundation Inc. – Administers standards for specialty/performance automotive and racing equipment

Shoulders harness - An upper torso restraining device.

Slider clutch - A multi-disc assembly clutch designed to slip until a predetermined R.P.M. decreases shock load to drive wheel.

Snell - Snell Memorial Foundation. A foundation generally known for its helmet specifications.

Spoiler - See Air Dam.

Spool - A one-piece ring gear carrier providing equal rotational drive to both axles.

Staging lanes - The designed build-up area for lining up before making runs.

Stick - Generally a manual transmission requiring a clutch and gear changes.

Stock - As originally produced by O.E.M.

Street - Equipment generally required by law or needed for legal street operation; license plates, windshield wipers, horn, lights, etc.

Subframe - Utilized in construction of unibody vehicle when a full front-to-rear frame is not used.

Supercharger - Crank driven air/fuel compressor (blower), raises atmospheric pressure in engine resulting in added horsepower.

T.I.G. - Tungsten Inert Gas arc welding - uses filler material which is fed into the molten puddle from the side of the torch by hand. Produces high quality, but is a very time consuming weld. Preferred for race car production.

Tech Committee - Any local dragway or NHRA Technical staff.

Terminal speed - Maximum or top speed at the finish line.

Traction bars - A device to control rear-end torque and stabilizing suspension. Transmits torque to frame, increasing traction.

Transmission blanket - A flexible wrap intended to contain parts in case of transmission disintegration.

Treadwidth - The measurement from centerline of left tire to the centerline of right tire.

Turbocharger - Exhaust-driven intake air compressor (turbo). See Supercharger.

Weight transfer - The setting up of suspension to transfer weight from the front to the rear during takeoff & acceleration. In drag racing weight transfer is critical for traction.

Wheelie bars - Bars with wheels at the rear to prevent excessive front-end lift.

Windscreen - Used to deflect wind and/or debris from driver. Used on some cars in place of windshield.

Wings/Airfoil - Stabilizer, generally used to create downforces, increasing stability and tire-to-track adherence at high speeds.