



**ROCKETT BRAND
RACING FUEL**

E.T. BRACKET SERIES

2017 Race Program

ROCKETT BRAND RACING FUEL E.T. BRACKET SERIES 2017 RACE PROGRAM

Thank you for participating in the Rockett Brand Racing Fuel E.T. Bracket Series. By entering and participating in an event, participants are deemed to understand and accept the Rules and Regulations as set forth in the current NHRA Rulebook. NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF OR COMPLIANCE WITH NHRA RULES OR ANY POLICIES OF ROUTE 66 RACEWAY. NHRA Rules and Regulations and Route 66 Raceway Policies 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. Listed below is information pertinent to the conduct of races in the Rockett Brand Racing Fuel E.T. Bracket Series at Route 66 Raceway. NHRA rules and Route 66 Raceway Program Guidelines may be added, deleted and/or amended from time to time and at any time. It is the participant's responsibility to stay abreast of rule changes that may affect the participant. NHRA additions, deletions or changes will be communicated: (1) by publication in the *National Dragster Magazine*; (2) by publication on *NHRA Racer.com*. Additions, deletions or changes to the Route 66 Raceway Program Guidelines will be reflected in the most current version of the Program Guidelines document, available in Race Control.

1.0 GENERAL POLICIES

- 1.1 Event Director may amend, change or omit any rules at any time at his or her own discretion.
- 1.2 Vehicles participating in racing events must appear presentable at all times. Any vehicles bearing advertising or messages deemed inappropriate by Raceway will be denied participation.
- 1.3 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.
- 1.4 Speed limit in the pit area, tech area, stage lanes and on the return road is 10 m.p.h.
- 1.5 State and County Health Department rules must be obeyed. Dumping of waste water onto the ground or into ditches or drains on Raceway property is not permitted.
- 1.6 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 POWERED CART POLICY

- 2.1 Powered Carts (e.g. Golf Carts, tow vehicles, pit bikes, etc.) will be restricted to business and participant use only.
- 2.2 The Owner and/or Operator hereby release, hold harmless, indemnify and defend Route 66 Raceway, LLC and its respective shareholders, officers, directors, members, agents, employees, assigns, trustees, receivers, and successors (collectively the “Additional Insured Parties”) from any and all liability or damages including reasonable attorney fees arising from injuries to person(s) or damage to property which may arise from the use of these vehicles by the Owner and/or Operator, its agents, or representatives.
- 2.3 Powered Carts will be driven in a safe, slow and careful manner, and shall at no time exceed any posted or designated speed limit at any time while on Raceway property. Drivers will yield to pedestrians.
- 2.4 Powered carts or motorized vehicles will NOT be allowed under the grandstands or between the grandstands and retaining wall at the facility (with the exception of emergency vehicles) or any other areas not authorized by Raceway Management.
- 2.5 Powered carts may only be driven by an operator possessing a valid state Driver’s License and over the minimum age of 16 (No exceptions).
- 2.6 The number of passengers may not exceed the manufacturer’s designed and installed seating capacity. All passengers must be seated during operation.
- 2.7 Only carts equipped with factory installed (or equivalent) front headlights and rear running lights may be operated after daylight hours. Further, all Powered Carts should be parked one (1) hour after race has ended unless used for a legitimate business purpose.
- 2.8 No Driver shall operate any powered cart while under the influence of alcohol or drugs.
- 2.9 The Owner and/or Operator of the Powered Cart will be held responsible and accountable for abiding by these rules. Anyone observed driving in a careless or unsafe manner, including without limitation in violation of any provision in this policy, will be dealt with accordingly by Raceway Management. Depending on the severity of the offense, the Owner and/or Operator may have the Power Cart impounded for the rest of the Owner and/or Operator’s stay at the facility or credentials and/or tickets revoked and asked to vacate the premises.

3.0 GUEST PHOTOGRAPHY POLICY

All images filmed, photographed and/or recorded (“Images”) at our facilities belong to Route 66 Raceway, LLC, the sanctioning bodies or independent third-party producers conducting the event. However, at events produced by Route 66 Raceway, Guests are encouraged to take photographs for their personal enjoyment, subject to the following guidelines:

- 3.1 **The Images are for personal use ONLY and may not be reproduced. Use of the Images for commercial purposes or posting videos on YouTube is strictly prohibited.** This includes the sale or resale of the Images themselves, as well as use of the Images in conjunction or association with any product or service.
- 3.2 Allowing our Guests to record Images should not be construed as a license to use our logos, trademarks, indicia, intellectual property and Images or the logos, trademarks, indicia, intellectual property and Images of any third party including sponsors, participants or other spectators.
- 3.3 Guests who wish to record Images in a Restricted Area must first sign a Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement.
- 3.4 At some events, photography rights are owned by the sanctioning bodies or independent third-party producers. At these events, Guests must conform to their filming, photography and recording policies, which may be more restrictive.
- 3.5 To request permission to reproduce Images or to use photographed or recorded Images for commercial purposes, contact: Vice President of Marketing, Route 66 Raceway, 500 Speedway Blvd., Joliet, IL 60433 (815) 722-5500.

4.0 UNMANNED AERIAL VEHICLE POLICY

Route 66 Raceway strictly prohibits the use of any unmanned aerial vehicles (“UAV”), also known as a drone, for any purpose whatsoever on Raceway Property. A UAV for purposes of this policy is any aircraft without a human pilot aboard. Raceway personnel may remove anyone using a UAV on Raceway property and/or confiscate the UAV until the event is over.

5.0 TECHNICAL INSPECTION

- 5.0 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.

5.1 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.

6.0 RACE INFORMATION

6.1 **AutoStart**

6.1.1 Route 66 Raceway utilizes the Compulink AutoStart System in every class (including Jr. Dragster) contested in the Rockett Brand Racing Fuel E.T. Bracket Series. Racers in a Touring Series (GDRA, Midwest Super Comp, Top Sportsman, etc.) should consult with the Touring Association regarding use of AutoStart in their programs.

6.1.2 How it works...When the Compulink Timing System detects that both cars have pre-staged and ONE of the two cars has advanced to the staged position, a timer is started. The actual length of timer is class specific as shown below. If the second car does not stage within the timer's parameters, a redlight is activated for that car. Simply put, the Timing System needs to "see" three lights before it starts the timer.....two pre-stages and a stage.

Class	Staged Minimum	Staged to Start	Timeout (in Seconds)
ET Bracket Series – Super Pro	0.6	1.1	10
ET Bracket Series – Pro ET	0.6	1.1	10
ET Bracket Series - Sportsman	0.6	1.1	10
ET Bracket Series – Pro Bike	0.6	1.1	10
ET Bracket Series – High School	0.6	1.1	10
Jr Dragster Series – Jr. Modified	0.6	1.1	10
Jr Dragster Series – Jr. Sportsman	0.6	1.1	15
<ul style="list-style-type: none"> Raceway utilizes the Cross Talk System in Super Pro and Pro Bike. Please check with Race Control if you are not familiar with how the system works or if you are unsure whether or not Cross Talk is used in your class. Loss due to Driver error on the Cross Talk System is final. 			
Staged Minimum	The amount of time needed after the tire breaks the beam to begin AutoStart.		
Staged to Start	The amount of time needed for both cars to be staged to begin the AutoStart countdown.		
Timeout	The amount of time before the tree activates when one car is pre-staged and staged, and the other car is only pre-staged.		

6.2 **Breakage**

All vehicles are presumed "race ready" (per NHRA rules) upon entering the facility. However, if Racers vehicle breaks during unloading, tech or any other time prior to attempting the first time trial or first qualifying session, Racer will receive full credit for Racer Entry Fee by way of a Voucher to be used on another Rockett Brand Racing Fuel E.T. Bracket Series race day during the season. 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 (“Voucher”) for your Racer Entry Fee. No cash refunds at any time.

6.3 **Burnouts**

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.

6.3.1 Vehicles may not come into contact with a crew member during the burnout process. Such contact would result in a disqualification of the vehicle and driver from the event.

6.4 **Buy Backs**

Route 66 Raceway does not offer buy backs.

6.5 **Bye Runs**

First round bye runs are determined by the first, best non-red reaction time during time trial sessions. Clean-up runs outside of a normal time trial session do not qualify for a bye run. Should two Racers earn the identical best reaction in the same pair, at identical times, they will engage in a supervised coin flip to determine who earns the bye run. Bye runs earned during eliminations are awarded to the best non-red reaction time. If two or more Racers share identical best non-red reaction times, the Driver with the best total reaction time and elapse time package will be awarded the bye run. Should a tie still occur, the first Driver to do so will be awarded the bye run. A Driver may carry a bye run until used or placed on a ladder sheet.

6.6 **Competition Numbers and Class**

Each vehicle should display a competition number and class designation on the right side 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.

6.7 **Crew**

Racers are allowed to have a maximum of three (3) crew members assist them in the restricted area.

6.8 **Crosstalk**

6.8.1 The Route 66 Raceway Christmas Tree uses LED bulbs. The bulbs on each side of the tree are directed to the center of each lane at the starting line. To compensate for the directional nature of these bulbs, Route 66 Raceway has implemented “Crosstalk” in Super Pro and Pro Bike.....the only two classes in which electronics are allowed that run on a full tree.

6.8.2 When Crosstalk is in use, the top amber light in each lane will activate with the start of the slower-dialed car’s tree countdown. The slower-dialed car’s tree will continue on its normal full tree

countdown to green. The faster-dialed car's top light will stay on for the standard .5 second duration PLUS the amount of handicap between the two cars. It will then continue its countdown to green.

6.8.3 If the faster-dialed car does not want to see the cross-over light, they must place the letter "N" after their dial-in. The timing system operator will type the "N" into the system and a negative sign (-) will appear on the scoreboard in front of the displayed dial-in signifying that Crosstalk has been disabled for that pair. The tree will then operate in the standard full tree countdown mode. Racers should make sure that, not only their dial-in is correct, but that Crosstalk is in the appropriate mode by looking for the minus sign or its absence.

6.8.4 Once a Driver stages on an incorrect dial-in or incorrect Crosstalk mode, a loss may not be contested.

6.9 **Dial-in**

Dial-in should be displayed on your car prior to crossing the Redline and prior to entering the tunnel. It should be in a location that is prominent and visible by the clock operator in Race Control in order to enter the information into the Compulink System. 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, unless such change is warranted by a change in track conditions. Under such circumstances the change must be communicated and approved by a track official and further communicated to the opposing Driver.

6.10 **Environmental Management Responsibilities for all Participants**

Route 66 Raceway is committed to protecting the environment at our facility. NHRA is also committed to protecting the environment at racing venues. Toward this end the NHRA has developed rules regarding the use, possession and disposal of regulated waste(s) at NHRA events and/or facilities. Details can be found in the NHRA Rulebook in Section 1.13 pg 29-30.

The responsibility for compliance with Federal, State or local regulations governing solid, recyclable and/or hazardous wastes (known as "Waste Regulations") belongs to the Participant, not NHRA or the Facility. Each Participant must properly store, use, dispose of and account for any and all materials in the Participant's possession that may be subject to Waste Regulations and be in compliance with all such Waste Regulations at all times, and must comply with any rules or procedures of the facility or its designated waste handling company. Should any Participant be found to be out of compliance, the Participant shall be responsible for any and all penalties, fines, costs and clean up necessary for compliance.

There shall be a “zero tolerance” policy with regard to the improper use or disposal of any solid or hazardous waste that causes pollution so as to harm or injure human health or welfare, the environment, animals, plants, aquatic life or property, as defined by any agency exercising jurisdiction over such activities.

No Halogenated or Chlorinated Brake cleaning products may be used at NHRA events or Route 66 Raceway facility.

Raceway provides “yellow containers” in various locations within the Pits for Racers convenience and may be used by Participants for disposal of Used Oil ONLY. Raceway has provided this service free of charge to its Participants. However, Raceway asks that you do not cut locks, try and remove filters, damage or alter such storage containment equipment. This equipment is costly and should be looked at as a privilege and convenience provided the Participants and not an obligation to be provided by the facility. Rags, oil filters, and other wastes do not belong in these containers and should be disposed of appropriately. If you have an unusual situation regarding the disposal of waste, please feel free to reach out to the Raceway and we will try and help find a solution. Raceway and our service provider thank all Participants for abiding by this policy.

6.11 Leaking on the Line

Any car found to be leaking on the starting line may not be permitted to run. If the Starting Line Official does not detect the leak until after the car leaves the line, 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 the Starter 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.

6.12 Modification of Race Format

Route 66 Raceway reserves the right to modify the race format to reduce the number of time trials and qualifying sessions, convert to a 1/8 mile finish line, abbreviate the race program or other modifications as may be necessary for weather, curfew or any other reason at its sole discretion.

6.13 Pairings

Pairings for classes in the Rockett Brand Racing Fuel E.T. Bracket Series are randomly determined for time trials and qualifying sessions by the Staging Official. For elimination rounds, pairings are handled as follows:

6.13.1 Smaller car count classes (e.g., Pro Bike, High School, Jr Dragster, etc.) will be ladderred from qualifying session(s). The best reaction time from previous round will be used to determine lane choice for each round of eliminations.

6.13.2 Larger car count classes (e.g., Super Pro, Pro E.T., Sportsman, etc.) will be randomly determined by the chip system for the first few rounds. Staging Officials will pull chips determining who has what lane. Race Control will make a determination as to which round will be used to qualify each class based on remaining car count size. Once a class has been qualified, remaining Racers will be put on a ladder. Lane choice will be determined by reaction time from previous round.

6.14 Restricted Access

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 front of staging (the "Redline"), continues down track through the shutdown area (including adjacent "chase road") and the return road, ending where the return road enters the pit area.

6.15 Restricted Access for Minors

Crew member's ages 14 through 17 years need to have a MINOR RELEASE AND WAIVER OF LIABILITY form executed by both natural parents including situations involving divorce or separation unless one parent retains "Sole Custody" or the legal guardian(s) to enter the restricted area. In situations involving divorce or separation, the parent executing the form and indicating "Sole Custody" of the minor on the form must produce court documentation evidencing status as Sole Custodian. The signature of a step-parent is not acceptable. In cases of guardianship, a copy of the court order appointing the guardian should be attached to the waiver. Children under 14 years of age must remain in an enclosed vehicle while in the restricted area and also have an annual MINOR RELEASE AND WAIVER OF LIABILITY form executed and on file. A Golf Cart or similar open vehicle does NOT constitute an enclosed vehicle. Minor Waiver forms are done on an annual basis. Therefore, a new form must be completed each year for every Minor and signatures must be either witnessed by a Track Official or witnessed and notarized by a Notary Public. The MINOR RELEASE AND WAIVER OF LIABILITY form must be on file with Raceway for a minor to enter restricted area. Please contact Raceway for further questions or forms regarding this matter.

6.16 Staging Procedure

6.16.1 Once a vehicle reaches the front of the staging lanes for a run, it must be prepared to fire and race. To be a legitimate race winner, a vehicle must self-start and self-stage. This rule also applies to single runs. A reasonable amount of time will be permitted for Drivers to stage. The time limit will be determined at the sole and absolute discretion of the Official Starter.

6.16.2 When a Racer lights their stage beam, Racers are telling the Starter they are ready! It doesn't mean they 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 Racers car, watches to see that previous cars have cleared the shutdown area, proper staging procedures have been followed, 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!

6.16.3 The final staging motion, using applied power, must be in a forward motion, going from Pre-stage to Stage Position (this procedure does not apply to motorcycles). When staging "Deep" do not stop your forward motion after the pre-stage light comes on. Proceed to the Deep position and be ready. Mark "DEEP" on window where starter can see it.

6.17 **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 Racer or Driver to get a warning for their first offense. The second time during a night a Racer does not have a tail light turned on may cause an automatic disqualification.

6.18 **Testing or Licensing**

Racers attending an event in the Rockett Brand Racing Fuel E.T. Bracket Series should not expect to test or license during the event and will be allowed to do so only at the discretion of the Race Director.

6.19 **Time Slip**

The time slip tells a Racer their reaction time (i.e., .000 is perfect), 60' 330' 660' 1000' 1320' elapsed times and 660'/1320' MPH. Racer's time slip also provides the same information about their competitor as well as records which Racer was the winner during eliminations. (MOV stands for "margin of victory"). If the timing system malfunctions and does not provide the correct incremental times, it is up to the Event Director to determine if the reaction time, and finish line elapsed times are correct. If those two times are determined to be correct, the race result will not change.

7.0 **RACE DAY PROCEDURES**

7.1 **Pit Area**

Upon gate entry, proceed to pit area, park and prepare vehicle to race. Please park courteously allowing others the same privilege and access to their rigs and pit space. Please take time to read all Racer information

you were given at the gate. Driver and car should then report to tech. Remember to bring gate admission ticket when reporting to Tech.

7.2 **Tech Inspection**

After completing Driver information on tech card, proceed to Tech inspection, located by the Rockett Brand Racing Fuel gas station. A Tech Inspector will check your vehicle, and put your number and class on your vehicle if not already permanently installed and sign tech card. When Tech Inspector has cleared you, proceed to tech building, turn in your completed tech card and purchase a run card for the class in which you intend to participate. Driver will be asked to present gate admission ticket which will be stapled to run card. Driver must present the run card to Staging Official each time the vehicle is brought to the staging lanes. The run card is non-transferrable and can only be used to allow access to the lanes for the vehicle and Driver for which the run card was purchased.

7.3 **Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement Form**

Driver will be instructed to step to the next window in order to sign the Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement form. Upon witnessing Driver's signature, the Dragstaff Official or employee will wristband the Driver which will allow entry to the restricted area. This form must be signed at Tech by all Drivers, participants and crew who wish to enter the restricted area. Those without wristbands will not be allowed to enter the restricted area.

7.4 **Staging Lanes**

Racers will be called by individual class and should only report to assigned lanes for pairing when Racer's class is called. This applies to time trials or qualifying sessions and eliminations unless a Racer is instructed differently by a Race Official. In elimination rounds, ONLY winners of the previous round should report back to staging lanes when your class is called. Announcements will be made over Raceway's P.A. System and the FM broadcast system on radio channel 88.5 FM. When your lane or class is next, make sure you are ready to race, be sure your helmet and safety gear is on, your seat belt fastened properly and all windows up.

7.5 **Tunnel**

The Tunnel Official is in radio communication with the clock operator, starting line/water box and staging lanes Officials and will direct the next pair of Racers to the water box. Racers should follow the direction of the Tunnel Operator and only move forward to the water box when instructed.

7.6 **Water Box**

Cars with slicks will be guided into the water by the Dragstaff Official operating this area. Start burnout only when Starting line/Water box Official 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.

7.7 **Pre-Stage and Stage**

In any category where dial-ins are displayed on a scoreboard or dial-in board, during eliminations, the Racer accepts the dial-in displayed once they have pre-staged; no reruns will be granted due to incorrect dial-ins after pre-staging. Move forward until both sets of the top small yellow lights on the "Christmas Tree" are lit (i.e., pre-stage and stage bulbs) and prepare for the 3 amber-colored lights (amber spotlights) to count down to the green light.

7.8 **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.

7.9 **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.

7.10 **Return Road**

The speed limit is 10 MPH and all Racers and Crew should follow posted road signs. Violators will be penalized which could mean disqualification. **REMOVAL OF SAFETY EQUIPMENT BEFORE EXITING THE TRACK IS PROHIBITED.**

7.11 **Time Slip Booth**

As you travel return road returning to Pits, remember to STOP at the Time Slip Booth located on Driver's left and get your time slip.

8.0 REGISTRATION AND POINTS

- 8.1 Racers wanting to participate in the Route 66 Raceway E.T. Bracket Series Points Program and a chance to participate in the NHRA Division 3 Summit E.T. Finals must register with Route 66 Raceway by submitting a completed Racer Registration Form. Completed Racer Registration Forms must be received by Route 66 Raceway on or before April 15th, 2017 in order to receive five (5) bonus points for registering early. Racers may register after that date but will not receive the bonus points.. In order to earn points Racers must have either a NHRA competition number or a temporary number issued by Raceway. Racers needing a temporary number must report to Race Control. Racers may use the temporary number issued throughout the season. However, all Racers participating in the NHRA Division 3 Summit E.T. Finals must have a NHRA competition number. If a Racer starts out the season with a temporary number and then receives a NHRA competition number, they must report

the change to Race Control. Upon notice Race Control will make the necessary changes in the Compulink System and points will be transferred to the new NHRA competition number. However points are awarded to the Driver and cannot be transferred to another Driver under any circumstances. Points are not transferable from one category or class to another.

Points in all classes will be awarded on the following basis:

Lose 1 st round	10 points (you must stage under power for credit)
Win 1 st round	21 points
Win 2 nd round	12 points
Win 3 rd round	13 points
Win 4 th round	14 points
Win 5 th round	15 points
Win 6 th round	16 points
Win 7 th round	17 points
Win 8 th round	18 points

- 8.2 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.
- 8.3 For ties when determining participation in the NHRA Division 3 Summit E.T. Finals will be broken as follows:
- First Tie Breaker: Racers not participating in the final points race of the season will be ranked below those in participation.
 - Second Tie Breaker: Racers advancing most rounds in the final points race of the season will be ranked highest.
 - Third Tie Breaker: Best combined package (Closest to dial-in without breaking out and best non-red reaction time) in last round in which they competed on final points race of season will be ranked highest.

9.0 RAINOUT POLICY FOR POINTS AND PAYOUTS

- 9.1 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.
- 9.2 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.
- 9.3 No refunds at any time.

10.0 SUMMIT E.T. FINALS

- 10.1 The NHRA Division 3 Summit E.T. Finals will be held September 18-20, 2017 at Lucas Oil Raceway at Indianapolis. 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., Sportsman and Super Pro Bike. Two additional Drivers will represent the High School class. In order to participate in the 2017 Summit E.T. Racing Series at Pomona, CA, Racers must be 18 years old on or before Nov. 5, 2017.
- 10.2 The Brackets for the E.T. Finals will be as follows:
- | | | |
|---------------|----------------|-----------------------|
| 7.00 - 11.99 | Super Pro | (Electronics allowed) |
| 9.00 - 13.99 | Pro E.T. | (No electronics) |
| 12.00 - 19.99 | Sportsman | (No electronics) |
| 7.50 - 15.99 | Super Pro Bike | (Electronics allowed) |
- 10.3 Points standings at final points race will determine Route 66 team for the E.T. Finals.
- 10.4 An NHRA competition number is required to compete in the Summit E.T. Finals and at NHRA Sportsman Drag Racing Series events. NHRA forms are available at the track.
- 10.5 The high school student and/or their car for competition may NOT be entered in any other bracket at the E.T. Finals.
- 10.6 All Racers that qualify for the Summit E.T. Finals must be present at the last points event of the year. Drivers that are not present with car will not be eligible to represent the track at the Summit E.T. Finals without prior approval. If the Driver is unable to be present, the Driver must inform drag strip manager one hour before first round of the final day of eliminations.

11.0 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 manor.

12.0 **NHRA RULES**

Complete rules may be found in the current NHRA rulebook as modified from time to time. Route 66 Raceway relies on those rules in conducting events. Listed below are some fundamental rules used in conducting events. This list is not intended to replace or supplement those set forth in the current NHRA rulebook. In case of conflict, the current NHRA rulebook prevails.

12.1 **Super Pro (7.00 to 11.99)**

- 12.1.1 Computer: Prohibited unless stock vehicle by new car manufacturer. (NHRA Gen. Reg. 9:1)
- 12.1.2 Data Recorders: Permitted (in ET racing see Sec. 1A. Support Group 9) (NHRA Gen. Reg. 9:2)
- 12.1.3 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. (NHRA Sec. 4A:8)
- 12.1.4 4-Wheel line lock: Permitted
- 12.1.5 Automated Shifter: Permitted
- 12.1.6 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. (NHRA Sec 4A:8)
- 12.1.7 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.

12.2 **Pro E.T. (9.00-13.99)**

- 12.2.1 Delay boxes: Prohibited
- 12.2.2 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, staging controllers, counters prohibited.
- 12.2.3 Trans-brake: Permitted
- 12.2.4 4-wheel line lock: Permitted
- 12.2.5 Automated Shifter: Permitted
- 12.2.6 Computer: Prohibited unless stock vehicle by new car manufacturer. (NHRA Gen. Reg. 9:1)
- 12.2.7 Data recorders: Prohibited (See NHRA Gen. Reg. 9.2 & 9.2A)
- 12.2.8 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.
- 12.2.9 Switches & Buttons: (NHRA Gen. Reg. 8:7)
- 12.2.10 No tow vehicle allowed

12.3 **Sportsman (12.00 –19.99)**

- 12.3.1 Delay boxes, 4-wheel line locks, trans-brakes: prohibited.
- 12.3.2 Automated shifter: Prohibited unless OEM.
- 12.3.3 Computer: Prohibited unless stock vehicle by new car manufacturer. (NHRA Gen. Reg. 9.1)
- 12.3.4 Data Recorders: Prohibited. (See NHRA Gen. Reg. 9.2 and 9.2A)
- 12.3.5 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. Deadstop under carburetor or gas pedal are permitted. Throttle timers, staging controllers, counters prohibited.
- 12.3.6 Line locks: 2-wheel line locks permitted on non-drive wheels only.
- 12.3.7 OEM electronics, tachometer, single stage rev limiters: permitted.
- 12.3.8 Ignition: Stutter boxes prohibited. Starting line and or "high side" rev limiters permitted. One step rev limiter permitted, two or more step rev limited prohibited, any other rpm limiting devices, legal unto themselves but altered or installed so as to function as a down-track rpm controller, prohibited.
- 12.3.9 Switches & Buttons: (NHRA Gen. Reg. 8:7)
- 12.3.10 No tow vehicles allowed.

12.4 **Pro Bike (7.50 –15.99)**

- 12.4.1 Delay boxes throttle control: Permitted
- 12.4.2 Computer, data recorder: Prohibited (See NHRA Gen. Reg. 9.1, 9.2 & 9.2A)
- 12.4.3 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.
- 12.4.4 Switches & Buttons: (NHRA Gen. Reg. 8:7)
- 12.4.5 No Scooters or mini-bikes

12.5 **High School (12.00 - and slower)**

- 12.5.1 High School representatives must be enrolled in high school or be a 2017 graduate.
- 12.5.2 Tires: All tires must be DOT approved street tire.
- 12.5.3 Electronics: Same as Sportsman category.
- 12.5.4 Neither the student nor their car may be entered in any other eliminator at the event.
- 12.5.5 The vehicle must be a street-legal car with a dial-in of 12.00 or slower.

- 12.6 **Jr. Dragster (7.90- Slower) MPH limit 85**
- 12.6.1 Gauges: Tachometer may monitor / display engine rpm only. Play back type tachometer permitted.
 - 12.6.2 Ignition shutoff: A positive ignition shutoff, located within easy reach of Driver, and which cannot be reset from the Driver's compartment, mandatory. Shutoff switches must be positive action (no "momentary contact" switches) and must be clearly labeled "on" and "off." Second shutoff to be mounted on Driver deflector plate within 3-inches or less from 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.
 - 12.6.3 Towing: Tow straps may not be attached to any portion of the roll cage.
 - 12.6.4 A fluorescent or brightly colored flag attached to Jr. Dragster anytime vehicle is towed is mandatory.
 - 12.6.5 Junior Sportsman is ages 8-10 (11.90 & slower e.t.). Junior Modified is ages 10-17 (10-12 years-old are 8.90 & slower e.t.; 13-17 years-old are 7.90 & slower e.t.). You may not dial quicker than your age requirements. Drivers 13 to 18 years old whose cars do NOT meet Advanced class criteria are restricted to 8.90 or slower e.t.
 - 12.6.6 Any run where a Jr. Dragster is deemed to have intentionally run grossly quicker than their age group allows will forfeit all earned points and be subject to additional penalties at the judgement of the event director.
- 12.7 **Batteries-** 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.
- 12.8 **Chassis and Licenses-** NHRA chassis sticker and competition license required for cars 9.99 or quicker or those exceeding 135 mph.
- 12.9 **Coolant-** Catch can required for coolant overflow. Antifreeze prohibited in Super Pro and Pro E.T. classes.
- 12.10 **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 a NHRA competition license; subject to inspection by officials at any time.
- 12.11 **Driveshaft Loop-** 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.

- 12.12 **Firesuit-** 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 (NHRA Sec. 10 and Gen. Reg. 10)
- 12.13 **Harmonic Balancer-** After market harmonic balancer mandatory on all cars running 10.99 or quicker (SFI 21.2).
- 12.14 **Helmets-** If you run 13.99 or faster you must wear a helmet (min Snell 2005). Full-face helmet mandatory on all cars 9.99 or quicker. Full-face helmet mandatory; shield mandatory for all motorcycles. (NHRA Sec. 10 and Gen. Reg. 10)
- 12.15 **Minimum Apparel-** If no specific Protective Clothing requirements are stated for a particular class, then the minimum requirements are as follows; full-length pants, short or long sleeve shirt, closed shoes and socks. No shorts, bare legs, bare torsos, tank tops, open-toed shoes or sandals, Synthetic clothing not recommended. See class requirements. (NHRA Sec. 10 and Gen. Reg. 10)
- 12.16 **Proper use of Safety Equipment-** Seat belts must be worn and adjusted in such a manner that the driver's torso and head cannot extend outside the parameters of the roll cage. The loosening and removal of seat belts, helmets, gloves, window nets, lifting of helmet shield, and removal of all other safety equipment is prohibited from the time the vehicle leaves the ready line until the vehicle is on the return road. (NHRA Sec. 2 Race Procedures)
- 12.17 **Roll Bar-** Roll bar mandatory in all cars running 11.00 to 11.49 (including T-Tops) in convertibles running 11.00 to 13.49. (NHRA Sec. 4A:4 and Gen. Reg. 4)
- 12.18 **Roll Cage-** 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. (NHRA Sec. 4A:4 and Gen. Reg. 4)
- 12.19 **Wheels and Tires-** 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. Tires will be visually checked for condition, pressure, etc. and must be considered free of defects.(NHRA Gen. Reg. 5:1 and 5:2)
- 12.20 **Transbrake Testing-** Per NHRA General Regulation 9:14, "The practice of transbrake testing, converter stalls, line-loc testing, and/or transmission warming is prohibited in all classes, in all areas of the event except in starting-line approach areas beyond staging, or unless vehicle is on jackstands.

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 (6.39 eighth mile) or 135 mph or faster 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 License and Competition Number are issued as a unit and are valid for two years from date of physical examination. The cost is \$100 for two years. The cost of the license includes a permanent number. Numbers for additional classes are \$20 per class for two years. If you lose your license, replacements are \$10 and there is a \$20 fee for Drivers who upgrade or cross grade their licenses.

DO I NEED A COMPETITION NUMBER? An NHRA Competition Number and NHRA Membership are required for participation in any divisional or national NHRA-sanctioned event. NHRA Competition Numbers are issued to NHRA Licensed Drivers. Non-licensed Drivers can purchase an NHRA Competition Number for \$50 for one category, one year (\$80 for one category, two years). Each additional category is \$10 for one year (\$20 for two years). Replacement Competition Number Card (lost/stolen) is \$10.

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 \$69.00 per year or \$128.00 for two years. Benefits include a \$525,000 excess medical insurance policy and a subscription to *National DRAGSTER*.

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.

CHECK LIST FOR DRIVER LICENSING

1. 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. Upgrade 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.

**FOR COMPLETE RULES CONSULT YOUR CURRENT NHRA
RULEBOOK.**

**ROCKETT BRAND RACING FUEL ET BRACKET SERIES
PAYOUTS AND ENTRY FEES**

Payout	Super Pro	Pro ET	Pro Bike	Sportsman
Winner	\$1,200	\$1,000	\$300	\$250
Runner-up	\$ 500	\$ 400	\$150	\$120
Semi's	\$ 250	\$ 200	\$75*	\$ 60
Quarter's	\$ 125	\$ 100		\$30
1/8th Round	\$ 60	\$ 50		

**Pro Bike Semi-Finalist Payout will only apply upon seventeen (17) or more entries in such class.*

Gate Admission \$15.00

Entry Fee (Tech Card)

Super Pro	Pro ET	Pro Bike	Sportsman	High School
\$60	\$50	\$35	\$25	\$10

Beginning in the 2011 racing season, Route 66 Raceway changed the way competitor checks are processed and distributed.

We no longer prepare and distribute payout checks the afternoon of the event. Payout checks are now being processed and distributed from our corporate offices in Daytona Beach, Florida within seven (7) days following the event. As part of this procedural change, each competitor is required to submit a W-9 prior to a check being processed. Accurate and complete forms are required and must be received prior to check processing in order to avoid any delays. If you received prize money from Route 66 Raceway prior to 2017, you may already be in our system. If you are unsure, need to complete a W-9 or make changes to existing information on file, please check with personnel in race control at the event once the payout rounds begin.

We appreciate your cooperation with this process.

Thank you for your continued support of Route 66 Raceway.

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.

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 also known as a red light .

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.

Restricted Area - The staging lanes, race track, and return road area also referred to as the Competition Area.

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 Dragstrip 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.

ET QUICK REFERENCE CHART

The quick reference chart in section 21 of the 2017 NHRA Rulebook can answer many ET Bracket questions quickly. This chart is provided below along with an E.T. conversion chart.

2017 NHRA E.T. QUICK REFERENCE CHART & SFI EXPIRATIONS							
<small>Y = Required • C = Convertibles • Numbers Refer to General Regulations • Years Refer to SFI Expirations • In no way is this Quick Reference Chart intended to supersede or replace the current NHRA Rulebook (quarter-mile e.t.s) Unless otherwise noted in this E.T. Quick Reference Chart, refer to SFIFoundation.com for the latest version of all non-chassis specifications. Also, unless otherwise noted in this document, refer to TechConn.NHRA.com for the latest SFI chassis specification versions. Note: Only certified NHRA chassis inspectors and authorized NHRA officials have access to TechConn.NHRA.com. An item with an expiration period must be returned to the original manufacturer for inspection and recertification at the end of this period before it can be permitted for further use at an NHRA event.</small>							
Item	6.00 to 7.49	7.50 to 9.99	10.00 to 10.99	11.00 to 11.49	11.50 to 13.99	14.00 & Slower	Expiration
Aftermarket Rear Axles	Y	Y	Y	2:11	2:11	2:11	
Arm Restraints (Open-Bodyed Cars)	Y	Y	Y	Y	10:3 / 11.99	10:3	
Bellhousing (SFI 6.1; 6.2)	Y	Y	Y	Y	2:10	2:10	
Driver Restraint System (SFI 16.1; 16.5)	Y	Y	Y / 10:5	Y / 10:5	C / 10:5	10:5 / 10:11	2 years
Driveshaft Loop	Y	Y	Y	Y	2:4	2:4	
Electric Vehicle 16.00 & Quicker	Y	Y	Y	Y	Y	2:4	
Flexplate Shield (SFI 30.1)	Y	Y	2:14	2:14	2:14	2:14	5 years
Flywheel/Clutch (SFI 1.1; 1.2) SFI 1.1: Single-Disc Clutch & Flywheel Assembly, 1.2: Multi-Disc Clutch & Flywheel Assembly E.T. through Comp, PS	Y	Y	Y	Y	2:5	2:5	2 years
Flywheel Shield (SFI 6.1; 6.2; 6.3; 9.1) SFI 6.1: Flywheel Shield, Spec 1.1 & 1.2 (2-Disc Max. or 3-Disc, 8-inch Diameter Max.) SFI 6.2: Flywheel Shield, Spec 1.2, 1.3, 1.4 & 1.5 Clutch (Check with Manufacturer; May Be Only 1 Year)	Y	Y	Y	Y	2:10	2:10	5 years 2 years
Harmonic Balancer (SFI 18.1)	Y	Y	Y	Permitted	Permitted	Permitted	
Head & Neck Restraint Device/System (SFI 38.1)	Y	10:8 / 200 mph	10:8	10:8	10:8	10:8	5 years
Helmet SFI 24.1/2010; 31.1/2010; 41.1/2010; Snell 2010 SFI 24.1/2015; 31.1/2015; 41.1/2015; Snell 2015	Y	Y	Y	Y	Y	10:7	exp. 1/1/2022 exp. 1/1/2027
Liquid Overflow	Y	Y	Y	Y	Y	Y	
Item	6.00 to 7.49	7.50 to 9.99	10.00 to 10.99	11.00 to 11.49	11.50 to 13.99	14.00 & Slower	Expiration
Master Electrical Cutoff Switch	Y	Y	8:4 / 135 mph	8:4	8:4	8:4	
Neck Collar (SFI 3.3)	Y	Y	10:8	10:8	10:8	10:8	
NHRA Competition License	Y	Y	10:4	10:4	10:4	10:4	
NHRA Chassis Sticker	Y	Y	4:4	4:4	4:4	4:4	
Padding Roll Bar/Cage	Y / SFI	Y / SFI	Y / SFI	Y	10:6 / 135 mph	10:6 / 135 mph	
Parachute	Y	Y / 150 mph	4:8	4:8	4:8	4:8	
Pressurized Bottles DOT (1800)	Y	Y	Y	Y	Y	Y	
Protective Clothing SFI 3.2A/15; 3.2A/20; 3.2A/25; 3.2A/30 Driver's Suit	Y	Y	Y	Y	10:10	10:10	5 years, incl. year on tag
Roll Bar			Y	Y	C / 13.49	4:10	
Roll Cage	Y	Y	Y / 135 mph	4:11	4:11	4:11	
SFI Chassis Specification SFI 2.1; 2.2; 2.3P; 10.1; 10.5; 25.1 Full Body Chassis Spec; Pro Stock SFI 2.4; 2.5; 2.6; 2.7; 10.2; 10.3; 10.4; 25.1 Adv. E.T.; 25.2; 25.3; 25.4; 25.5	Y	4:4 / 180 mph	4:4	4:4	4:4	4:4	1 year 3 years
Supercharger Restraints (SFI 14.1; 14.2; 14.21; 14.3)	Y	1:11	1:11	1:11	1:11	1:11	2 years
Taillight	Y	Y	Y	Y	Y	Y	
Transmission Flexplate (SFI 29.1)	Y	Y	2:14	2:14	2:14	2:14	3 years
Transmission Locking-Type Dipstick	Y	Y	Y	Y	Y	Y	
Transmission Reverse Lockout	Y	Y	Y	Y	Y	Y	
Transmission Shield (SFI 4.1)	Y	Y	Y	2:14	2:14	2:14	Rigid, 5 yrs.; Flexible, 2 yrs.
Window Net Full-Bodyed Cars	Y	Y	6:3 / 10:3	6:3 / 10:3	6:3 / 10:3	6:3 / 10:3	

Thank you for being an NHRA Member. It is always our privilege to serve you. To renew or join, visit NHRARacer.com.

NEW RULES AND RULE CHANGES

NHRA rules and Route 66 Raceway Program Guidelines may be added, deleted and/or amended from time to time and at any time. It is the participant's responsibility to stay abreast of rule changes that may affect the participant. NHRA additions, deletions or changes will be communicated: (1) by publication in the *National Dragster Magazine*; (2) by publication on *NHRA Racer.com*. Additions, deletions or changes to the Route 66 Raceway Program Guidelines will be reflected in the most current version of the Program Guidelines document, available in Race Control.