

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, participant agrees he understands and accept these rules.

NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF THESE RULES OR COMPLIANCE WITH THESE RULES.

They are intended as a guide for conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator or official. These rules may be changed or amended from time to time by the management of the raceway. These are general guidelines for Gateway Motorsports Park in Madison, Illinois. Please check your class rules for any class specific amendments. Please refer to the NHRA Rulebook for complete rules listings. For rules clarification, email: info@gatewaymsp.com.

1) TECH INSPECTION, TRACK CREDITS

a) Tech Inspection:

- i) Tech inspection is located in staging lanes 7 and 8 (for bracket events ONLY).
- ii) All vehicles are required to park in the pits.
- iii) Unload your vehicle and report to tech inspection with all safety equipment, clothing and accessories required to race. Please completely fill out your tech card and be prepared to show your NHRA license if your vehicle runs 9.99 or quicker. Motorcycles, this includes bringing your Leathers to tech.
- iv) After passing inspection you may enter the staging lanes if they are open for your class.

b) Double Entry:

- i) Car double entry is permitted at any E.T. Bracket Series event (double entries are defined as two drivers being alive in eliminations in the same car but NOT in the same class -- or same car-and-driver combination in two classes.).
- ii) Please be aware that no class will wait for driver change or extra cool down for entries used in multiple classes.
- iii) Racers are also permitted to drive two different cars in two different classes.
- iv) Car must conform to ALL rules in each class.
- v.) Any electronics devices must be completely removed from the car if competing in both an electronic an non-electronic class.

c) Buy-backs:

- i) A competitor who loses in the first round of eliminations and wishes to buy back for second round may do so.
- ii) Once racer has bought back, he or she should return to class lanes when called.
- iii) Buy-back round is same format as regular racing.
- iv) A driver not present for first round may buy an entry and a buy-back and will run second round with buy-backs.
- v) Buy-back competitors will only receive points only for rounds won.

d) Track Credit Policy:

- i) If you break before first round of eliminations, a track credit will be issued at the tower.

(1) The credit will be the amount of the entry less the cost of that event's crew admission.

- ii) Track credits will only be issued at Test 'n' Tunes if the vehicle breaks prior to entering the water box for their first time trial. Credit will be the value of car and driver entry, less that day's crew admission.
- iii) Credits must be claimed in Race Control by the end of the event. Your racer ticket is required to claim your credit.

2) STAGING, PAIRINGS, BYE RUNS, BURNOUTS

a) End of Round:

- i) All classes will be called to the lanes by the track announcer.
- ii) Listen to the track radio station: 107.1 FM. We will do our best to make sure you can hear the PA system but please also use FM radio.

b) Bye Runs:

- i) Bye runs are determined by closest to dial from previous round. To determine bye run for the first round of eliminations, a blind draw of cards will be used.
 - (1) If bye run is not used, it will not carry to next round. Driver pulled for Bye will fill in the odd position at end of class. Only a ladder bye has the option to choose if they want to run at the beginning or end of class.
- ii) Drivers can get only one bye per event unless all cars remaining have had a bye.
 - (1) Bye run will be selected and pulled aside. If class is oddly paired at end, racer will fill in pair.
- iii) Broke bye runs are awarded in the event that your opponent is unable to race. This occurs only after you have been paired at the FRONT of the staging lanes.
 - (1) Broke byes are still eligible for regular bye runs.
- iv) Any bye run car that elects to just take the tree and back off the starting line must still go to the end of the line in the staging lane they choose.
- v) Classes will be ladder with eight (8) or fewer cars remaining based on closest to dial from the previous round. (It is possible for a competitor to have a second bye by getting the computer generated by after a random bye.)

c) Staging Lanes and Pairings:

- i) Never block the entrance of staging with your race car, trailer or pit vehicle.
- ii) Please stay with your car at all times while in the staging lanes. This staging lane and pairing policy applies to all classes
- iii) Once you have selected a lane to run in and have come to a complete stop in that lane, you cannot switch lanes or move in front of or behind a racer for any reason.
 - (1) This is to keep cat-and-mouse games to a minimum.
- iv) Once the bye run is pulled, cars will be paired side-by-side.
- v) If we run out of cars in one lane, then they will be paired front to back with lane choice being determined by a coin toss.
- vi) Failure to listen to staging officials if told to move lanes due to an odd number of cars will result in disqualification.
- vii) Inability to run once paired constitutes a broke bye.
- vii) As you pull under the bridge to the ready line, make sure that you remain paired. It is impossible for the tower to determine who is paired until you are near the ready line.
 - (1) In the event that you reach the ready line and are no longer paired correctly, grab the attention of the Ready Line Operator and tell them you are not paired correctly so that the issue can be resolved.
 - (2) If you pass ready line, it is a race. There will be no re-runs for wrong pairings, even if both drivers agree.

d) Burnouts:

- i) Burnouts can be performed by any car.

- (1) Cars with slicks must pull through the water box.
- (2) Cars with street tires may go around the water box.
- ii) Crew members are prohibited from holding onto or touching a car while the car is performing a burnout.

e) Staging:

- i) When the first driver has fully staged and the second driver has pre-staged, the second driver has a set amount of time (see AutoStart settings for your class) to fully stage or he will be disqualified in a foul.
 - (1) In another situation, if a driver is ready to stage or has already staged and the second driver is having problems (i.e. mechanical failure, etc.), the starter will put that car on a 20-second clock (push-backs and assistance from crew are permitted if done within the 20-second limit).
 - (2) If the car still cannot stage after that time, the first driver will receive a single run.
- ii) By staging your vehicle, you have signaled to track officials that you find all conditions acceptable and you are ready to race. In addition to the situations described in the paragraphs above (pairings, dial-ins, and deep-staging), this includes any problems (i.e., overheating, cold tires, etc.) resulting from delays on the track. If there is a problem, DO NOT STAGE. Explain your problem to a starting line official and they will assist you.
- iii) Courtesy staging is not required and is not a disqualifiable issue.

f) Deep Staging:

- i) Deep staging is done at your own risk.
- ii) You should be deep-staged before your opponent is staged.
- iii) You must write "DEEP" on the front windshield and both side windows.
 - (1) Both sides of a dragster or Altered's side window or scoop so opponent is aware.
- iv) Deep stages ARE NOT guaranteed AT ANY EVENT. The driver accepts all responsibility for when deep staging. Failure to deep stage is NOT grounds for a re-run.
- v) Since deep staging is permitted and Autostart is used, courtesy staging is not required and is not a disqualifiable issue.

g) Race Track Configuration:

- i) Gateway Motorsports Park is a right-exit track.
- ii) There are three exits.
- iii) First: Always closed, except for Jr. Dragsters and emergency situations.
- iv) Second: Always open, is mid-shutdown area, where fire truck and ambulance sit.
- v) Third: End of race track, just before sand trap.
- vi) When exiting the track, right lane has right-of-way.
- vii) It is the driver's responsibility to know where their opponent is before turning.
- viii) If in trouble, do not try to make turn off at a high rate of speed. Take the sand trap – it's dirty, but avoids putting others at risk.

h) Round Robin:

- i) For most races, competitors will return to the pits after the first and second round of eliminations and wait to be called back to the lanes.
- ii) It is essential that racers report back to the lanes immediately and cool down there.
- iii) Please listen to the announcer for instructions or variations.
- iv) Racers who miss their round will be eliminated.
- v) Re-runs or advancement will not be granted for missed lane calls or rounds.

i) Time Trials:

- i) To run the left lane of the track, use odd numbered staging lanes. To run the right lane of the track, use even numbered staging lanes.

- ii) When we reach the end of a session, should there more than five (5) cars left in a single lane, a coin toss will be used to determine pairs and lane choice. If lane choice is important, do not end up at the end of a session.
- iii) In an effort to minimize the amount of time spent waiting in the lanes, time runs will be run in “class” sessions.
 - (1) Each class will be called to the lanes over the p.a. system.
 - (2) Only one time run is allowed per class session.
 - (3) The computer has been programmed to flag cars that attempt more than one run per session.
 - (4) You will not receive a reaction time or elapsed time if attempting a second run during a single time trial session.

3) CONDUCT OF DRIVERS AND PIT CREW

a) Restricted Areas:

- i) Due to insurance regulations, access to certain areas of the facility is restricted.
 - (1) These areas include: advanced staging, behind the burn-out box, the starting line, the track itself and the return road.
- ii) All drivers and crew are required to sign a waiver in the presence of a track official.
- iii) At that time a wristband will be issued which must be secured on the wrist in the presence of that track official.
- iv) If you require a crew member on the starting line, they too must follow this procedure.
- v) Crew wrist bands are limited to three (3) per team. This includes in front of the drag tower on golf carts.
- vi) No one under the age of 14 years is permitted in any restricted area. This includes in front of the tower on golf carts.
- vii) Absolutely no one will be allowed in restricted areas without a wristband.
 - (1) An exception is allowed with minors in short chute during junior dragsters. However, minors must remain in or on tow vehicle at all times.

b) Children:

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

c) Misconduct:

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

d) Pit bikes, mini-bikes, ATVs:

- i) Golf carts, motorized pit bikes, mini-bikes and ATVs are ONLY permitted for use for racers’ needs in the pit area to tow race cars.
 - (1) They may also be used to assist in the mobility of handicapped persons.
- ii) ALL OPERATORS MUST HAVE A VALID STATE DRIVER’S LICENSE AS WELL AS THEIR CAR NUMBER PROMINENTLY DISPLAYED ON THE PIT VEHICLE.

- (1) "Joy riding" or unsafe operation anywhere on the premises by you or your crew members is grounds for immediate disqualification.
- iii) Children are not permitted to operate pit vehicles of any kind.
- iv) These safety regulations are strongly enforced, as they are not just for the protection of your property and crew but for the protection of others as well.
- v) Failure to comply with these rules may result in immediate disqualification.
- (1) If a minor is caught driving pit vehicle -- or an adult -- in a reckless manor:
 - (a) First offense: vehicle will be confiscated.
 - (b) Second offense: points will be forfeited for that weekend with no reimbursement.
 - (c) Third offense: you will be asked to leave the park with no reimbursement.

e) Speed Limit and/or Reckless Endangerment:

- i) The speed limit for all vehicles on the premises is 15 mph.
- ii) Any vehicle judged to be operated in an unsafe manner by track officials is eligible to have their team disqualified for the day on the first offense with no refund.
- iii) Repeat offenses may result in a permanent ban from the facility.
- iv) Burnouts anywhere but the starting line will not be tolerated in any way and any driver caught doing so (even the first offense) is subject to immediate eviction from the property with a permanent ban from Gateway Motorsports Park.

f) Tow Vehicles:

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

g) Alcohol Policy:

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

h) Waste Oil / Hazmat:

- i) Collection centers are provided throughout the pits. Waste oil must be dumped in these bins. Contaminated oil (contamination is any non-pure race oil, i.e., brake cleaner, carburetor cleaner, anti-freeze, etc.) must be taken with you when you leave. Safety-Kleen provides collection as a courtesy. Please respect this service.

ii) Do not leave anything on property that is not pure race oil.

i) Facility Power:

i) Competitors are not permitted to use electrical outlets without the permission of the drag strip manager. Approval must be requested in advance. DO NOT expect power to be available. We suggest buying a generator. Anyone tampering with a Gateway outlet or power supply will be immediately ejected and face suspension.

j) After-Hours Policy:

i) Quiet hours will go into effect 90 minutes after the final car goes down the track in competition. For events featuring overnight camping, this means that everyone must return to their respective pit area and all engines must be quiet 90 minutes after the conclusion of racing.

ii) On the final day of racing for the weekend (most Saturday races, Sunday special events), all occupants must vacate the pit area 90 minutes following the completion of racing. Track security will do a final sweep 60 minutes after the conclusion of racing as a friendly reminder that the event has ended. The Madison, Illinois Police Department will do a final pit sweep 90 minutes after the event and secure the facility.

iii) Facility secure times for Wide-Open Wednesday, Test 'n' Tunes and Midnight Madness events is 45 minutes following the completion of racing.

4) COMPULINK CROSSTALK, TruSTART, AUTOSTART

a) Compulink CrossTalk:

i) CrossTalk allows the tree to be fully shielded (all ambers) while giving several benefits. All racers have their own "clean" tree, with all ambers including the top amber facing directly towards them. CrossTalk functions in eliminations by firing the top amber in both lanes at the same time. This allows both cars a direct "hit" on the tree. The tree of the slower lane will continue counting down to the second and third amber as normal. The faster car's top amber will remain lit until the time comes for the second and third amber in that lane to cycle down. Note that CrossTalk function would only be run in "Super" classes in eliminations only. Footbrake classes would have a normal functioning tree.

ii) A driver (if he is the quickest of the pair) may cancel the CrossTalk function by including the letter "N" after the last digit of their dial-in.

(1) For example, a dial-in of 4.85N would cancel CrossTalk for that pair of cars if the 4.85 was the fastest dial-in. If you have the letter "N" after your dial to indicate you do not want Crosstalk activated in your lane, make sure you see the dash (a.k.a "minus sign") in front of your dial-in on the scoreboards before you stage.

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

b) Compulink TruSTART:

i) Compulink TruSTART will be used in ALL bracket classes. Super Pro, Pro, Super Pro Motorcycle, Sportsman, Trophy and Jr. Dragsters.

ii) Compulink TruSTART will display RED Lights for both competitors in both time trials and eliminations. If one car leaves and the second car is 'late,' the green/red status of the first car leaving will not reveal until the second car leaves. The first-leaving car will ALWAYS count down amber, amber, amber, green regardless of the actual green/red status of that car in order to hide possible red light. After both cars have left the starting line, the actual green/red status of both cars will be shown.

(1) In eliminations, the slower car will always count down amber, amber, amber, green in order to hide a possible red light to the faster car. When the faster car leaves, both sides of the tree will then display the

actual green/red status of each lane. If two red lights were to occur, then the LESSER of the two red lights will receive the instant-win light.

c) Compulink AutoStart:

i) The AutoStart system is used at Gateway Motorsports Park in all classes at all events.

This system starts the tree automatically when the Compulink computer senses two fully-staged vehicles so the starter can concentrate more on the track and conditions of the race.

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

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

iii) E.T. Bracket settings are the same as the NHRA Division 3 Finals.

5) DIAL-INS, ELECTRONICS & PROTEST PROCEDURES

a) Dial-ins:

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

ii) You must have your dial-in set when you cross the crossover. There will be a sign stating "cannot change dial past this point."

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

(2) The only exception to this is after a track clean-up or long delay, as the pair in the water box may change their dial at the competition director's discretion.

b) Dial-in on Scoreboards:

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

(1) First opportunity to verify your dial-in: the dial-in boards located in front of the waterbox. They should display the dial-in when the pair in front of you has pre-staged. If your dial-in is incorrect, please notify the waterbox attendant immediately.

(2) If you did not verify your dial-in in the waterbox, verify your dial-in is correct on the scoreboards. The dial-in on the scoreboard is final and once you pre-stage, you have accepted whatever is on the scorebard.

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

c) Electronics per class:

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

(1) Additionally, if he are a points member, he will lose all points for the season.

d) Protesting:

- i) If you see a delay box or anything illegal, bring it to our attention and we will investigate it without a protest charge.
- ii) However you can officially protest another racer for a protest fee of \$200 for Super Pro; \$100 for all other classes.
 - (1) To do this, bring the funds to the event director and state which driver and the specific device you are protesting and why.
 - (2) That driver will be escorted to a restricted inspection area.
 - (a) All inspections will be under the direct supervision of the competition director.
 - (b) If no illegal device is found, 75% of the protest fee will go to the protested driver.
 - (c) If the driver is found to be illegal then 75% of the protest fee will be returned to protester and the illegal driver will be disqualified and will lose all season points.

e) Competition Director Decisions:

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

6) POINTS PROGRAM

a) Points Membership:

- i) Points membership is \$50.
- ii) You may register at any Test 'n' Tune or E.T. Bracket Series race.
- iii) If you register by the first round of the first race, you will receive points.
- iv) Turn in your registration form prior to the first round of the first race to receive 10 bonus points.
- v) Points series will count the best 8 of 10 races. No make-up races will be held. In the event of a rainout, that event will be counted as a throw-out for everyone.

b) Tie-breakers:

- i) To eliminate the need for run-offs between racers that are tied in points, tie breakers will be used to determine higher position. This system will ensure that all classes have a definitive top 10 with no ties in points at the end of the year.
- ii) Tie-breaker system will also be used to eliminate any ties in qualifying for the E.T. Finals.
 - (1) First: Driver with most races attended (show points).
 - (2) Second: Driver with the most points races won during the current season.
 - (3) Third: Driver with the most points race runner-ups during the current season.
 - (4) Fourth: Driver with the most semi-final round appearances in points races during the current season.
 - (5) Fifth: Driver with fewest buy-back rounds.

c) Points Awarded:

- i) Points will be awarded through completion of season for points championship.
- ii) Points members will receive 6 points once their car passes tech inspection and they have run first round of eliminations. The purchase of a tech card without the car present to receive the 6 attendance points is prohibited.
- iii) Thereafter, each round won will grant 10 additional points, and a bonus of 5 points for class win and 2 points for a runner-up finish. All participants will receive 10 points for staging their car in the first round of eliminations.

(1) In a six-round race, for example, first-round losers receive 16 points, second-round losers 26 points, third-round losers 36 points, fourth-round losers 46 points, fifth-round losers 56 points, runner-up 68 points and winner 81 points.

iv) In the event of breakage prior to first round of eliminations, you can receive a credit (no points will be earned).

(1) You may also waive the credit and receive 16 points (6 tech plus 10 first round).

(2) If you cannot run and wish to receive the 16 breakage points, you must notify Race Control before the tower closes that night.

v) Buy-back cars or bikes will earn points only for rounds won.

vi) Points and purse policy for weather-shortened events: An event is defined as "completed" at the conclusion of first round of eliminations in all classes (not including buy-back).

(1) If first round of eliminations is not complete, a rainout credit will be issued.

(2) If the first round of eliminations is complete, purses are then divided between all active drivers still in competition.

vii) Points will also be awarded in each round for all classes.

(1) If the event is cancelled due to weather -- or any other circumstance beyond our control -- in the middle of a class, points will then be awarded up until the last fully completed round of competition.

viii) If it is deemed necessary by the competition director to switch from 1/4-mile to 1/8-mile (bikes, Sportsman and 1/4 Indexes) for safety concerns or weather-related issues, points will still be counted the same.

7) NHRA Div. 3 SUMMIT RACING EQUIPMENT ET FINALS

a) Qualifying and no-shows:

i) You must compete in a minimum of five (5) Gateway points races to qualify for the NHRA Division 3 Summit Racing Finals.

ii) The NHRA Summit Bracket Finals will be held at Lucas Oil Raceway from September 14-16, 2018.

iii) Drivers competing at NHRA Mello Yello Drag Racing Series events, including the NHRA Summit Racing Series National Championships, will be required to be 18 years of age or older.

b) High School selection for ET Finals:

i) Two drivers will represent Gateway Motorsports Park in the High School class at the North Central Division Finals. High School class representatives must be enrolled in high school or be a 2018 graduate. The student and/or their car for competition may NOT be entered in any other class at the E.T. Finals.

j) Two drivers will represent Gateway Motorsports Park in the High School class at the North Central Division Finals. High School class representatives must be enrolled in high school or be a 2018 graduate. The student and/or their car for competition may NOT be entered in any other class at the E.T. Finals. Finals.

8) PAYOUT

a) Payout Guarantee:

i) Payout is guaranteed to be what is posted in each classes minimum car count per level of cars attending.

ii) Payout is posted in class rules; this will be followed unless noted on high-dollar races.

iii) In order to receive payout, competitor must win a round of competition in order to receive posted payout. No payout will be made to a competitor without winning at least one (1) round of competition.

b) Class count cut-offs:

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

9) SUPER PRO (3.66-7.75) 1/8-MILE

a) Class Specific Rules:

- i) Computer: Prohibited unless stock vehicle by new car manufacturer. See general regulations 9:1.
- ii) Data recorders: Permitted. See general regulations 9:2 & 9:10.
- iii) Delay boxes: Permitted. All direct wiring must be clearly identifiable to the tech inspector. See general regulations 8:2 for more information.
- iv) Trans-brake: Permitted.
- v) Four-wheel line lock: Permitted.
- vi) Automated shifter: Permitted.
- vii) Throttle control: Permitted.
- viii) Ignition: Stutter boxes prohibited. Starting line and/or "high side" rev limiters permitted.
- ix) 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.
- x) Switches and buttons: All switches and/or buttons must be standard mechanical connection type.
- xi) Infrared laser, retinal scan, fingerprint, light source or any other non-mechanical type switch and/or button prohibited.
- xii) NHRA license: Required if running 6.39 or quicker.
- xiii) Overview
- xiv) Rules of the NHRA Rule book will be followed.
- xv) NHRA Rule Book <http://www.nhra.com/members/login.aspx>

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

a) Class-specific Rules:

- i) Computer: Prohibited unless stock vehicle by new car manufacture. See general regulations 9:1.
- ii) Data recorders: Prohibited. See general regulations 9:2 & 9:10.
- iii) Delay boxes: Prohibited.
- iv) Trans-brake: Permitted.
- v) Four-wheel line lock: Permitted.
- vi) Automated shifter: Permitted.
- vii) Throttle control: Throttle must be manually operated by the driver's foot. Electronics, pneumatics, hydraulics or any other device may in no way affect the throttle operation. Dead stop under carburetor or gas pedal are permitted. Throttle timers, staging controllers, counters prohibited.
- viii) Ignition: Stutter boxes prohibited. Starting line and or "high side" rev limiters permitted. Two-steps, rev limiters or any other rpm-limiting devices, legal unto themselves but altered or installed so as to function as a down-track rpm controller, prohibited.
- ix) Switches and buttons: See S/Pro rule x "switches and buttons."
- x) Tow vehicles are prohibited in Pro E.T.
- xi) Vehicles running 5.40 to 6.39 sec. in the 1/8-mile must meet all applicable safety rules. See NHRA Rulebook.
- xii) NHRA license: Required if running 6.39 or quicker.

11) PRO BIKE a.k.a Super Pro Motorcycle (7.50-15.99) 1/4-mile

a) Class-specific Rules:

- i) Pro Bike will chip for pairings.
- ii) Computer: Prohibited unless stock vehicle by new bike manufacturer. See general regulations 9:1.
- iii) Data recorders: Permitted. See general regulations 9:2 & 9:10.
- iv) Delay boxes: Permitted, All direct wiring must be clearly identifiable to the tech inspector. See general regulations 8:2 for more information.
- v) Automated shifter: Permitted.
- vi) Throttle control: Permitted.
- vii) Ignition: Stutter boxes prohibited. Starting line and or "high side" rev limiters permitted.
- viii) Two-steps, rev limiters or any other rpm-limiting devices, legal unto themselves but altered or installed so as to function as a down-track rpm controller, prohibited.
- ix) Switches and buttons: All switches and/or buttons must be standard mechanical connection type.
- x) Infrared laser, retinal scan, fingerprint, light source or any other non-mechanical type switch and/or button prohibited.
- xi) NHRA license: Required if running 9.99 or quicker.
- xii) Overview
- xiii) Rules of the NHRA Rule book will be followed.
- xiv) NHRA Rule Book <http://www.nhra.com/members/login.aspx>

12) SPORTSMAN (12.00-19.99) 1/4 MILE (1/8-mile equivalent 7.68-12.50)

a) General Procedures:

- i) Computer: Prohibited unless stock vehicle by new car manufacture. See general regulations 9:1.
- ii) Data recorders: Prohibited. See general regulations 9:2 & 9:10.
- iii) Delay boxes, trans-brakes, four-wheel line locks prohibited.
- iv) Automated shifter: Prohibited unless OEM.
- v) Throttle control: Throttle must be manually operated by the driver's foot. Electronics, pneumatics, hydraulics or any other device may in no way affect the throttle operation. Dead stop under Carburetor or gas pedal are permitted. Throttle timers, staging controllers, counters prohibited.
- vi) Line lock: two-wheel line locks permitted on non-drive wheels only.
- vii) OEM electronics, tachometer, single stage rev limiters: Permitted.
- viii) Ignition: Stutter boxes prohibited. Starting line or "high side" rev limiters permitted. One-step rev limiter permitted. Two-or-more-step rev limiter prohibited. Any other rpm-limiting devices, legal unto themselves but altered or installed so as to function as a down-track rpm controller, prohibited.
- ix) Switches and buttons: See S/Pro #9 switches & buttons.
- x) Tow vehicles: Tow vehicles are prohibited in Sportsman.