

2018



NHRA WEST CENTRAL

DIVISION

SUMMIT ET FINALS

POLICIES AND PROCEDURES

1 – PRE-RACE PROCEDURES

1-1 CONTESTANT CREDENTIALS

Each driver/rider of a vehicle entered in any event conducted at an NHRA member track must have a valid NHRA Driver's License or NHRA Competition number. Licenses are subject to inspection by officials at any time. Additionally, participation in any NHRA sanctioned event requires a current NHRA Membership.

Anyone requiring a number or membership must obtain them from the National Hot Rod Association prior to event. They must bring their membership and license cards or temporaries with them to the race. ANY MEMBERSHIP OR NUMBER REQUEST AT THE EVENT WILL BE AN ADDITIONAL \$10.00 PROCESSING FEE.

See Section 7: Penalties and Fines

NOTICE: If a competitor is listed on the final team roster and is discovered to have not competed at the track being represented, the TRACK WILL LOSE ELIGIBILITY FOR COMPETITION THE FOLLOWING SEASON'S SUMMIT ET FINALS. See Section 7: Penalties and Fines

A Contestant may be entered in two separate eliminators as long as they have two separate vehicles. **One car cannot be used in more than one eliminator.**

A contestant must represent only ONE (1) team. They cannot run one vehicle in one class for one team and run another vehicle in another class for a second team.

1-2 NHRA LICENSE PROGRAM

The license issued by NHRA is to be used only by the driver to whom it is assigned, and it is restricted to the categories listed on the license. The license is valid until its expiration date or until revoked by NHRA. The license is intended only to signify that the driver has demonstrated basic qualifications for drag racing classes up to and including the one in which the driver has qualified. The license does not convey a privilege to engage in racing events.

1-2.1 GENERAL

Any vehicle except E.T. Motorcycle or snowmobile running faster than 135 mph must meet minimum requirements for 9.99-second vehicles including driver credentials and protective clothing. The 135-mph rule does not apply to E.T. Motorcycle or snowmobile. E.T. Motorcycle & snowmobile must comply with 9.99-second E.T. restrictions.

- (1) All license applicants must be at least **16** years of age.
- (2) All Level 1-3 license applicants are required to pass a physical examination prior to making any test runs. Any abnormalities in this examination may be referred to an NHRA medical consultant for review and may be cause for rejection. **The license is valid for a period of (two) 2 years from the physical date.** Starting at the age of 55 all drivers must have an electrocardiogram (EKG) included in their physical examination.
- (3) If there is any question concerning licenses, contact the Division Office.

1-3 ENTRY AGREEMENT

In consideration of being allowed to enter and by being issued credentials to an NHRA event or an event at an NHRA member track, the vehicle owner, the vehicle driver, crewmembers, extra crewmembers, and other holders of credentials (the participants) agree as follows:

- (1) All rights to advertising, promotion, filming, recording, exhibition, and other exploitations of the event, the participants and vehicles entered in the event, and their activities at the site of the event before, during, and after the event and reasonable related to the event, are reserved to NHRA and its assigns:
- (2) Participants hereby grant NHRA and its assigns (a) full and unconditional permission to make still or motion pictures and any other type(s) of audio or visual recordings of their and vehicles' participation in the event and their activities at the site of the event before, during and after the event and reasonably related to the event; and (b) the exclusive, worldwide and perpetual rights to use the same, together with the names, likeness, and biographies of participants, and the names, likeness, and date of, or relating to, their entered vehicles for publicity, advertising, exhibition or exploitation, whether or not for profit, in print, audio, video, and other communications media by reproduction and sale or other distribution by any and all means now known or hereafter developed;
- (3) Participants agree (a) that, without the prior written consent of NHRA, they shall not take any still or motion pictures or make any audio or visual recording of the event, participants therein, or activities at the site of the event for use other than personal, in home use of the participant, or cause or permit others to do so or to use the same; and (b) that NHRA shall have exclusive worldwide, perpetual, and universal use of any pictures or recordings made or used in violation of this paragraph; and (c) that NHRA shall be irreparably harmed by the making or use of such pictures or recordings in such fashion without such permission.
- (4) Participants agree that, without the prior written consent of NHRA, they shall not offer for sale, sell, give away, or otherwise distribute, at the site of the event, any token, any souvenir, any product, or thing of value, or permit others to do so, and that NHRA shall be irreparably harmed by a violation of this paragraph.

1-4 ASSUMPTION OF RISK

The participant agrees that by entering an event, the participant acknowledges that the event site is safe and suitable for racing and the participant acknowledges that by participating in the event the participant may suffer bodily injury or death or loss or damage to property.

The participant further acknowledges that the participant has voluntarily assumed the risk of such losses and waives any claims for such losses against NHRA, the NHRA event officials, the event sponsors, the racetrack operators and other participants, discharges such persons from responsibility for such losses and covenants not to sue such persons for such losses. All participants shall be required as a condition of participation to sign all required entry forms, including such releases as shall be required by NHRA insurance policies. For purposes of the Rulebook and Policy Manual, the term "participant" shall include any person directly or indirectly associated with any vehicle which has been permitted to enter an event site for the purpose of competition, including, but not limited to owners, drivers and crewmembers.

NHRA makes no representations or express or implied warranties that compliance with the rules and regulations published during the course of the year in National Dragster will prevent or guarantee against injury or death to spectators or participants or damage to personal property. These rules and regulations constitute the minimum acceptance standards for competition and are intended as a guide for the conduct of the sport. Safety is the responsibility of equipment manufacturers, builders and the participants in the event.

Technical inspection for the NHRA/ Summit Racing ET Finals may be completed prior to the event by the local track technical inspectors. All tech cards and waivers must be signed and completed in full, prior to turning into NHRA registration.

All participating High School competitors must be teched in by the NHRA Certification Team at the event. Competitors will present their tech cards, credentials, and all relevant safety equipment to tech official. Approved tech card must then be submitted to NHRA Registration. (18 addition)

Tech will be conducted at the event site also. As a reminder to Track Operators, if the technical inspection of the competitor's car is completed before the event, whether it be ETI or not, all equipment, chassis, licenses and membership expiration dates must be current as of the start date of the event.

Remind tech personnel that the tech cards cannot be approved if the membership and/or license/number sections are not completed.

Tech cards must be filled out completely and **legible**. Valid NHRA Competition License, State Driver's License and Membership will be verified.

NHRA reserves the right at any time to inspect, seal for inspection and/or tear down a participant's vehicle. Breaking of seal without authorization from the Technical Department may result in immediate disqualification from the event. Misrepresentation or modifications not allowed by the Rule Book (i.e.: bell housing) of products required to meet certain specs (i.e.: SFI, SNELL, DOT, etc.) is grounds for disqualification. When these products have "obviously" been modified, the certification label (SFI, SNELL, etc.) shall be removed and the product impounded for at least the duration of the contestant's participation in the event. Additional punitive action, as determined appropriate in the sole and absolute discretion of the NHRA, may be taken.

Vehicles participating in drag racing events must be presentable in appearance at all times; those considered improperly prepared may be rejected by the technical inspector. The appearance of personnel attending contestant vehicles is equally important and is subject to the same considerations. Each member of a contestant's crew must be fully attired when present in the staging, starting, and competition areas of the racetrack. **Shoes are mandatory. Shorts, bare legs, tank tops, or bare torsos are prohibited while driving a race vehicle.**

2 – PIT AREA REGULATIONS

2-1 PIT SPACES – GENERAL

Each contestant must always confine their pit space in an orderly manner and follow the normal flow of traffic . Once parked, trailers may not be relocated without NHRA Officials approval.

EXCESSIVE SPEED OR BURNOUTS IN THE PIT AREA, STAGING LANES, OR RETURN ROADS WILL NOT BE TOLERATED!

Team rosters must be sent into the West Central Division office no later than the **Tuesday before the event** and pit spaces will be provided for the number of members on the roster only. Each individual team is responsible for parking within the assigned space provided. Pit area requests are determined by the final Team Point Totals from the previous year's ET Finals.

2-2 TRAILER REQUIRMENTS

Road ways to the rear of all trailers must be unobstructed by doors, tailgates, ramps, awnings, etc. Competitors using lift gate type rear doors must close doors after loading and unloading procedures are completed. All extended ramps must be stowed after use. Maximum width of trailer and awning is 22 feet.

For security, pit control and emergency personnel to better identify a contestant's trailer, it is requested that vehicle number and class be applied to the tip right hand corner of the rear door.

2-3 WARM UP PROCEDURES

It is mandatory that a driver be seated in the race vehicle in the normal driving position anytime the engine is running, unless coupler or driveline is removed from vehicle. When starting engines in the pits, all vehicles must be on jack stands or have coupler / driveline removed. **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 (water box), or unless vehicle in on jack stands. NON-COMPLIANCE IS GROUNDS FOR DISQUALIFICATION.

2-4 AUXILIARY PIT VEHICLES

All contestants using auxiliary pit vehicles (mini-bikes, ATV's, golf carts, scooters, etc.) must have their **competition number** and **NHRA Member Track Registered Auxiliary Pit Vehicle decal** displayed on those vehicles. Pit vehicles without such identification will NOT be allowed in the pit area and may be impounded.

All auxiliary pit vehicles must be used for necessary transportation only. NO recreational or fun riding allowed. NO OPERATORS UNDER 16 YEARS OF AGE PERMITTED. Vehicles will be impounded if excessive speed or careless riding practices are used. CHILDREN ARE NOT ALLOWED TO RIDE TRICYCLES, BICYCLES, SKATEBOARDS, ROLLER BLADES, SCOOTERS, ETC. IN THE PIT AREA AT ANY TIME.

3 – RESTRICTED AREA POLICY

3-1 DEFINITION OF RESTRICTED AREA

Due to the insurance conditions, some operational realities have a dramatic effect on race procedures. It is essential that all drivers and crewmembers read and understand the following rules and regulations.

To fully understand these rules, the term “RESTRICTED AREA” must be defined. At all NHRA events, the RESTRICTED AREA IS:

- a) THE AREA PAST THE HEAD OF STAGING LANES
- b) THE BURNOUT AND ADJACENT AREAS
- c) THE DRAGSTRIP AND SHUTDOWN AREA
- d) THE RETURN ROAD TO POINT OF ENTRY TO PITS
- e) TRACKSIDE AREAS BETWEEN THE GUARDWALLS AND PRIMARY SPECTATOR FENCES

3-2 AGE LIMITATIONS

All individuals (drivers, crewmembers, officials, sponsors, media, etc.) entering a Restricted Area must sign the appropriate Waiver and Liability Releases. To enter any Restricted Area, each individual must be at least 14 years of age plus possess and display a valid *RESTRICTED AREA PASS*. Minors under the age of 14 will be issued a special *RESTRICTED AREA PASS* but MUST REMAIN WITHIN THE CONFINES OF THE TOW VEHICLE WHENEVER IN A RESTRICTED AREA (must be inside cab of a truck or car - NOT on a golf cart, scooter, or ATV). All drivers at NHRA National Events must be at least 18 years of age.

All minors, under the age of 18 must have a Minor Release Form signed by **BOTH PARENTS OR LEGAL GUARDIANS**. In the case of a single parent (by means of divorce, death, or court order), or a legal guardian (by court order), a written notation must be made on the Minor Release Form.

3-3 RESTRICTED AREA PASS CONDITIONS

Only the individual to whom they were issued may use *RESTRICTED AREA PASSES*. If an exchange of passes is deemed necessary, the original pass must be turned in to NHRA and voided. A New Pass will then be issued upon proper execution of the appropriate Waiver for the new individual.

4 – RACE PROCEDURES

4-1 RUN SESSIONS / DIAL-INS

Each contestant must have a valid RESTRICTED AREA PASS before making a Time Trial. The driver's RESTRICTED AREA PASS serves as proof of Inspection and Waiver signing. A contestant making a run prior to obtaining a RESTRICTED AREA PASS will be disqualified from the event. The event director has the option of changing lane assignments as necessary at events involving session cancellation. If a session is interrupted and terminated by weather, darkness, curfew, or other conditions, the time trial sessions remaining may have to be terminated.

Competitors will be issued run cards and will be allowed one run per session only.

Dial ins should be placed on the rear glass and side windows. Since the Tower configuration of the tracks is different, place the dial in so that the Tower can read them. They should be large enough and legible, so the tower personnel can read the dial in easily. Once a pair of cars cross the ready line going to the burnout, they can NO longer change the dial in on their vehicle, unless the normal flow of racing is halted due to rain, track clean up or an incident. If there happens to be a re-run, dial-ins may be changed between runs.

4-2 BURNOUTS

All pre-race burnouts are restricted to designated areas, using water only. If a contestant's car should break and cannot back up or be pushed back, it is not permitted to turn around on the track and drive back to the starting line. Crossing the center line on a burn out is not a disqualification. No person is permitted to hold or touch cars during burnouts.

4-3 READY LINE

Once in the final staging area, all pre-race crew procedures must be complete. No crewmember may touch or perform any function on the vehicle when in this Zone. Procedures such as the following must be completed prior to staging (i.e.: lining up vehicle after burnout, removing parachute pins, wiping tires, etc.)

4-4 STAGING

A driver must verify dial in before PRE-STAGING. Once PRE-STAGED, driver accepts all conditions of the race, including whether Crosstalk is ON or OFF. Once vehicles reach the front of the staging lanes for a run, it is considered a pair and must be prepared to fire and race. Once to this point the two vehicles are considered a pair. If a competitor breaks after this point, they will have **one minute** to stage the car before his competition will receive a competition bye.

If a competitor loses fire after the burnout, they will have approximately **20 seconds** to refire and stage the car. The final decision will be up to the starter.

Deep Staging is allowed with the courtesy of the word "DEEP" being written on the window so that the competition and the starter can see it. It is the responsibility of the driver to get in deep without holding up the other competitor. It is NOT the starter's responsibility to throw the starter switch any differently than normal.

To be a legitimate race winner, a contestant's vehicle must self-start and self-stage. This rule also applies to single runs. Push starting a vehicle or push staging any vehicle is prohibited. Staging must be done in a forward motion going from pre-stage to stage position.

The application or use of any device, mechanical or electronic, that permits the driver to ascertain the position of their vehicle in relation to the starting line, is prohibited.

4-4 STAGING (cont.)

A reasonable amount of time will be permitted for drivers to stage. The starter will determine the time limit. Failure to stage upon the starter's instructions is possible grounds for disqualification. After proper staging and receiving the starters signal to go, a re-staging for a second time is prohibited. Auto-Start and cross talk will be used at the ET Finals. The Auto-Start system will start the cars once staged, unless the starter over rides the system. ***Once the PRE-STAGE bulb is lit, there is NO changing dial ins or crosstalk.***

If both drivers of a race leave the line before the start system is activated, both times are disqualified for the run. A driver on a single run would advance, however, any ET or MPH posted will be void.

If both vehicles in a race should experience mechanical problems and neither is capable of crossing the finish line, both would be eliminated. Drivers or crew cannot push their vehicles to complete a run. If this should occur in a final round, a rerun would be called for in a time frame determined by the Event Director.

4-5 STARTER'S AUTHORITY

The official starter has the final starting line control of each race as it is being conducted.

After proper staging and receiving the starters signal to go, it is not allowable to re-stage for a second attempt. Failure to stage upon the starter's instructions is grounds for disqualification.

Any driver leaving the starting line before the start system is activated, or is instructed by the Official Starter, will have his/her time voided for the run. If both vehicles leave the starting line before the system is activated, then both vehicles will be disqualified.

4-6 CREW – TOW VEHICLES

Tow vehicle use is reserved for Super Pro & Super Pro Bike competitors ONLY; **TOW VEHICLES ARE PROHIBITED IN PRO, SPORTSMAN, OR HIGH SCHOOL CATEGORIES.**

Any vehicle used as a tow vehicle must display the driver's Competition Number. LIMIT of 6 crewmembers inside the tow vehicle. Crewmembers must be completely within the truck bed or inside the cab area. ***NO SITTING ON THE SIDES OF THE BED OR TAILGATE.***

Each member of a participant crew must be fully attired when present in the staging, starting and competition areas of the racetrack. Shoes are mandatory.

4-7 LANE CHOICE

If there is a dispute as to who has the lane choice, the staging director will assign a lane or drivers can determine lane choice by the flip of a coin. Otherwise, the odd lanes are left lane and the even lanes are right lane as the competitors come into the staging lanes.

4-8 BREAK OUT RULES

Contestants who run below their dial-in during eliminations are disqualified with the following exceptions:

- (1) When an opponent foul starts or crosses a boundary line
- (2) On a single run
- (3) When both drivers run under the dial-in, the driver who is the least under is the winner
- (4) If two contestants run under by the same margin to the thousandth of a second, the driver crossing the finish line first is the winner.

4-9 RETENTION OF VEHICLES/PARTS

Participant hereby grants NHRA and its assigns the full and unconditional permission to collect and retain vehicles and parts of vehicles owned by or in the possession of participant, including such vehicles and parts of vehicles which have been involved in accidents when NHRA determines in its sole and absolute discretion that such actions are necessary incident to the investigation of an accident, the inspection of testing of such parts or vehicles, or for any other purpose.

4-10 TWO-WAY RADIO COMMUNICATION

The use of two-way radios for the sole purpose of voice communication between driver and crew is acceptable in all classes.

4-11 OCCUPANTS

Any time a race vehicle is started, whether in the pits, staging lanes, with self-starter, or anywhere else on the facility, a competent driver must be in the driver's seat unless coupler or driveline is removed. Non – compliance is grounds for disqualification from the event.

No more than one person is permitted in any race vehicle during any run, except one co-driver permitted in 14 second and slower ET cars; co-driver must be a minimum of 16 years of age. A helmet is required in vehicle if the vehicle is 13.99 seconds and quicker. **NO RIDERS OR CO-DRIVERS DURING COMPETITON!**

4-12 TEAM SIZE

Each track may bring one (1) team consisting of **36** racers. This **36**-member team can be a combination of any of the 4 classes. In addition, each track may bring up to four (4) high school students and their points will also count toward to team total. **The High School competitors may not race in any other category.**

Track points list must be in the West Central Division Office no later than the **Tuesday following Labor Day**. It must be computer generated or typed. The actual **team roster** must be in the West Central Division Office no later than the **Tuesday before the event** is scheduled to begin. This list must also be computer Generated or typed. Track penalty for failure to send in points list and team list by the deadline set up by the NHRA West Central Division Office, will be \$300.00. The \$300.00 will go to the ET account. See section 7: penalties and fines

Final Team Roster may be amended by no more than 6 changes and these amendments must be finalized by the time registration closes on Thursday, prior to racing on Friday.

Each track is allowed to list two alternates in addition to their 36-member team roster. The alternates may replace a team member until the close of NHRA registration on Saturday. The alternates are also eligible to enter the gamblers races.

If a competitor is listed on the final team roster and is discovered to have not competed at the represented track being represented a MINIMUM of two events in the current season, the TRACK WILL LOSE ELIGIBILITY FOR COMPETITION THE FOLLOWING SEASON'S SUMMIT ET FINALS. See Section 7: Penalties and Fines

SUPER PRO..... 7.00 TO 11.99 (electronics) | 7.00 – 12.75 @ Bandimere
Computer, unless OEM stock, and Stutter boxes – PROHIBITED Delay boxes, transbrake, four-wheel line-loc, automated shifter, throttle control and starting line and or “high side” rev limiters permitted. Data Recorders. – permitted. Lower engine containment device required for all vehicles running 9.99 or quicker.

PRO ET 9.00 TO 13.99 (no electronics) | 9.55 – 14.90@ Bandimere
Computers, unless OEM stock, Data Recorders, Stutter boxes, Throttle stops and Delay boxes are PROHIBITED. Transbrake/Dual line-loc’s are allowed as long as the wiring consists of a single continuous wire from the power source to a switch and a single continuous wire from the switch to the transbrake or line-loc. All Trans-Brake/Line Loc buttons must be NHRA Accepted (List of accepted buttons can be found on NHRA.com) Two step rev limiter – Permitted. Automated shifters– Permitted. NO TOW VEHICLES, Lower engine containment device required for all vehicles running 9.99 or quicker.

SPORTSMAN..... 12.00 TO 19.99 (no electronics) | 12.75 – 21.25 @ Bandimere
Computer (unless OEM), Data Recorders, Delay boxes, Transbrake, automated shifter (unless OEM), Throttle stops and Stutter Boxes PROHIBITED. Two wheel line loc's only are permitted. **Ignition:** Single stage, ‘high side’ rev limiter permitted. Starting line rev limiter prohibited. Rev limiter or any other rpm limiting devices, legal unto themselves but altered or installed in so as to function as a down-track rpm controller prohibited. Crank Trigger is PROHIBITED unless OEM Distributor less ignition. Slicks are permitted and mufflers are optional. NO TOW VEHICLES.

PRO BIKE 7.50 TO 14.00 (electronics) | 7.50-15.00 @Bandimere
Same rules apply as in Super Pro (Lower engine containment device not required)

**HIGH SCHOOL 12.00 & SLOWER (no electronics) |
12.00 & SLOWER @ Bandimere**
Reserved for full bodied cars with full fenders, hood, grille, top, windshield, and functional doors. Nitrous prohibited. NO TOW VEHICLES.

4-14 RACE OF CHAMPIONS

There will be a “Race of Champions” in each category at the ET Finals. For a track to be eligible, they must have at least **five (5)** registered participants in the ET Finals. Each track’s representative will be determined solely by that track. Car/Bike must be entered in the ET Finals to be able to compete in the Race of Champions.

A Race of Champions will be competed in all 5 categories, including High School.

4-15 HIGH SCHOOL COMPETITORS

The High School Bracket will be open to any high school student that currently holds a valid unrestricted state driver’s license and is currently enrolled or has graduated from high school the previous spring semester preceding the current NHRA/Summit Racing Series ET Finals. High school competitors will not be allowed to enter any other eliminator. High school competitors will need to have a permanent NHRA number and a full or an associate membership. This class will be a foot brake only class and no electronics will be allowed. High school round wins will count for points in the team championship.

All participating High School competitors must be teched in by the NHRA Certification Team at the event. Competitors will present their tech cards, credentials, and all relevant safety equipment to tech official. Approved tech card must then be submitted to NHRA Registration. (18 addition) See Sportsman rules for the technical guidelines.

The champion of the High School Bracket will receive a \$1000.00 scholarship. The purpose of the “Dan & Ann Vehige Memorial ET Finals Scholarship” is to acknowledge the achievement of the recipient and to provide an incentive to continue their education. This scholarship has been established to provide post-secondary education assistance to the winner of the NHRA/Summit Racing Series ET Finals High School competition.

4-15 HIGH SCHOOL COMPETITORS (cont.)

The “Dan & Ann Vehige Memorial ET Finals Scholarship” is sponsored and funded by the West Central Division’s ET Steering Committee and General Track Operators and administered by the National Hot Rod Association West Central Division.

An award of \$1,000.00 will be granted upon graduation of high school **and** upon acceptance/enrollment to an accredited 2- or 4-year college or vocational-technical trade school.

In the event the recipient does not attend a 2- or 4-year college or vocational technical trade school within 2 years of the date of their high school graduation, the award will decrease to \$500 and be administered in the form of a check made payable to the recipient.

Additionally, in the event the winner of the NHRA/Summit Racing Series ET Finals High School competition is not of graduating age (i.e. senior), the West Central Division Office, in conjunction with the ET Steering Committee, will keep the award in a separate account to be presented when the above-described criteria has been met.

4-16 REPLACEMENT VEHICLES:

The Event Director has the option of allowing a driver to utilize a replacement vehicle under the following conditions:

- (1) The original entered vehicle is withdrawn from competition and cannot be reinstated.
- (2) Replacement vehicle must be fully certified and submitted for full technical inspection when “race ready” prior to continuation of competition. Driver must have a competition license to drive replacement vehicle if required.
- (3) If an event is postponed and rescheduled, including situations where eliminations are in progress, vehicle changes are permitted with advance notification and approval by the Event Director.
- (4) A Contestant may be allowed only one vehicle replacement per event.

4-17 BYE’S:

04 Addition

Starting in Rd 1 until the quarter finals team letter designations will be put in a hat and drawn out for the bye in each class. If there is no bye in that class then the bye will go to the same team for the next class, so on and so on until that team receives a bye. The byes will be recorded by team until all teams have had the opportunity to have a bye. If there are an odd number of cars in a class but there is no competitor remaining from the team designated for the bye, then another team will be drawn until there is a competitor remaining from the drawn bye team. The bye for the team originally pulled, will be rolled over to the next class. Once the eliminator has reached the quarters (8 cars/bikes or less) byes will be awarded by best reaction time from the previous round for a competitor that HAS NOT received a bye-run earlier in eliminations. Once the bye has been awarded, every effort will be made to separate competitors from the same team. (This does not include competition byes where the opponent cannot make the round).

4-18 COMPETITION ENTRIES

04 Addition

- 1) Multiple entries are not allowed. 1 entry – 1 car. Only one driver will be allowed to drive one car. Two drivers driving the same car in two different eliminators will not be permitted.
- 2) One driver WILL be allowed to drive in two different eliminators, if they drive two different cars.
- 3) One driver will NOT be permitted to drive for TWO different teams, even if it is in two different classes.
- 4) Each entrant must have competed a MINIMUM of **two** events in the current season’s points program.

4-19 COMPULINK ET AUTO-START SETTINGS **05 Addition**

Stage minimum	Staged to Start	Total + variance	Total time out (05 change)
6	1.1	1.7-1.9	10 second

5 – TEAM CHAMPIONSHIP POINTS

5-1 TEAM POINTS

Team points will be counted by giving 1 point per team, per round won by each team member (in all categories). All efforts will be given to not pair team members against each other in the early rounds, but it may be impossible in the later rounds. Byes will be determined by random drawing. See Section 4-17: BYE's

If there is a tie for the Team Championship, the tiebreaker will be as follows:
 Each Team Member that is involved in the tie will be given points starting from the quarterfinals to the finals. A Quarter-Finalist will receive 2 points; A Semi-Finalist will receive 3 points; Runner-up will receive 4 points and a winner will receive 5 points. The Team with the greater number of total points will be deemed the Team Champion.

6 – ENTRY FEES AND PURSE

6-1 ENTRY FEES

EVENT CAR AND DRIVER	\$75.00
HIGH SCHOOL CAR AND DRIVER	\$35.00
3-DAY CREW PASS	\$45.00
2-DAY CREW PASS	\$30.00
SINGLE DAY CREW PASS	\$15.00

6-2 PURSE

CATEGORIES	SUPER PRO	PRO ET	SPORTSMAN	PRO BIKE	HIGH SCHOOL
WINNER	\$ 3,000.00	\$ 3,000.00	\$ 1,000.00	\$ 750.00**	\$200.00
**There will be a \$250 bonus to the Pro Bike Champion if a 40-Bike field is achieved.					
RUNNER UP	\$ 1,500.00	\$ 1,500.00	\$ 500.00	\$ 500.00	\$100.00
SEMI'S	\$ 500.00	\$ 500.00	\$ 200.00	\$ 200.00	\$50.00
QUARTER'S	\$ 250.00	\$ 250.00	\$ 125.00	\$ 125.00	

Beginning with third round losers, \$50.00 round money will be paid, increasing \$25.00 each round to quarter finalist. At quarter finals, the purse above takes over and no round money will be paid.

High School purse paid in gift certificates.

Division Summit Racing ET Champions that attend the NHRA West Central Division Championship Banquet will receive a \$500.00 bonus check with runner's up receiving \$250.00. Must be in attendance to receive this bonus money.

6-3 RACE OF CHAMPIONS

CATEGORIES	SUPER PRO	PRO ET	SPORTSMAN	PRO BIKE	HIGH SCHOOL
WINNER	\$ 600.00 + Jacket	\$ 600.00 + Jacket	\$ 600.00 + Jacket	\$ 600.00 + Jacket	Prizes + Jacket
R-UP	\$ 300.00	\$ 300.00	\$ 300.00	\$ 300.00	Prizes
SEMI'S	\$ 150.00	\$ 150.00	\$ 150.00	\$ 150.00	Prizes
QUARTER'S	\$ 100.00	\$ 100.00	\$ 100.00	\$ 100.00*	
EIGHTH'S	\$ 50.00	\$ 50.00			

(ROC champions excluded from bonus checks at the Champions Banquet)

*Pro Bike quarters round payout requires minimum 16-bike field.

7 – PENALTIES AND FINES

7-1 COMPETITORS:

Competitors will be assessed a \$10.00 processing fee for application of a membership and/or a \$10.00 processing fee for application of a permanent number at the event site.

7-2 TRACKS:

A \$10.00 per occurrence fine will be assessed to the tracks for any competitors who need to apply for a membership or permanent number at the event site. These fines will be assessed following three competitor occurrences, after which the fines will be the same as the competitor fines.

POINTS LIST REQUIREMENT: A \$300.00 fine will be assessed to the track if your competitor points list is not in the West Central Division Office by Tuesday following Labor Day. *This list must be computer generated or type written.*

TEAM LIST REQUIREMENT: A \$300.00 fine will be assessed to your track if your Team list is not in the West Central Division Office by the Tuesday before the ET Finals begins. *The list must be computer generated or type written. (If possible use the Excel Sheet provided by the division office.)*

NOTE: Final Team Roster may be amended by no more than 6 changes and these amendments must be finalized by the time registration closes on Thursday, prior to racing on Friday. Each track is allowed to list two alternates in addition to their 36-member team roster. The alternates may replace a team member until the close of NHRA registration on Saturday. The alternates are also eligible to enter the gamblers races.

NOTE: Once a competitor goes through the NHRA ET Finals Registration and receives a run card, they can no longer be replaced on the final Team Roster; with the exception of a listed alternate may be inserted by close of NHRA Registration Saturday.

NOTE: Loss of eligibility for the following year for any track found to have a competitor on their team that has not competed at the represented track a **MINIMUM of two events** throughout the current season.

THESE GUIDELINES CAN BE MODIFIED OR CHANGED BY NHRA, NHRA WEST CENTRAL DIVISION DIRECTOR OR BY THE NHRA/SUMMIT ET RACING SERIES STEERING COMMITTEE.

Updated 8/2/2018