



# **2023 World Wide Technology Raceway Dragstrip Rulebook**

(Please Note: All 2023 NHRA Safety Requirements  
Supersede this book)

These Rules are designed to facilitate the orderly conduct of racing events and to establish standards for such events. By entering and participating in an event, participants are deemed to understand and accept these rules. NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF THESE RULES OR COMPLIANCE WITH THESE RULES. They are intended as a guide for conduct of the sport and are in no way a guarantee against injury or death to a participant, crew member or official. These rules may be changed or amended from time to time by the management of the raceway. These are general guidelines for World Wide Technology Raceway in Madison, Illinois. Please check your class rules for any class specific amendments. Please refer to the NHRA Rulebook for complete rules listings. Any NHRA Safety Rules will supersede the rules in this book. For rules clarification, email [brad.cannon@wwtraceway.com](mailto:brad.cannon@wwtraceway.com) or [george.whitaker@wwtraceway.com](mailto:george.whitaker@wwtraceway.com), or visit [www.nhraracer.com](http://www.nhraracer.com).

## General Policies

- **Radio Station: 106.7 FM**
- **Tech Inspection:**
  - Please follow daily announcements and signs about where to proceed for tech inspection.
  - It is encouraged that you digitally fill out and print the online tech card that can be found [here](#)
  - Please have your tech card fully filled out prior to getting to the front of the line to expedite the tech process.
  - All vehicles are required to park in the pits.
  - Unload your vehicle and report to tech inspection with all safety equipment, clothing and accessories required to race. If you have an ETI or RTI, please follow those instructions. Please completely fill out your tech card and be prepared to show your NHRA license if applicable. Motorcycles, this includes bringing your Leathers to tech.
  - After passing inspection you may enter the lanes if the lanes are open for your class.
- **Double Entry:**
  - Car double entry is permitted at any ET Bracket Series event (double entries are defined as two drivers being alive in eliminations in the same car but NOT in the same class -or- same car and driver combination in two classes.).
  - Please be aware that no class will wait for driver change or extra cool down time for multiple class entries.
  - Racers are also permitted to drive two different cars.
  - Car must conform to ALL rules in each class.
  - Any electronics devices must be completely removed from the car if competing in both an electronic and non-electronic class
- **Buy Backs (Bracket Program and World Wide Technology Raceway Events ONLY):**
  - Buybacks will be posted with the event structure, first round only.
  - Once racer has bought back, he or she should return to class lanes when called.
  - All competitors will return to the lanes when round 2 is called (1<sup>st</sup> round winners and those who bought back)
  - A driver not present for first round may buy an entry and a buy back and will run second round with buy backs.
  - Buy back competitors will receive points only for rounds won. (i.e. they will receive 10 points less than a 1<sup>st</sup> round winner that lost the same round as them)
  - WWT Raceway reserves the right to cancel buybacks at any event at their

discretion.

- Buy backs for Rental Events will be at the decision of the event promoter.
- **For Super Pro Bike and Street Bike ET ONLY**, buyback chip draw will be separate from chip draw of Round 1 winners so that all buybacks run each other in round 2.
- **Time Slips:**
  - ALL TIME SLIPS WILL BE DIGITAL. Please download the [WWTR Timeslip App](#) from DynoGeeks on your Apple or android device. The App is free on the app store. Paper time slips will no longer be issued and the time slip booth no longer exists. The app is how you will find all your timeslips.
- **Facility Entry:** (only applies to WWT Raceway promoted events)
  - It is recommended that all participants pre-purchase their race entry into the venue (via the Pit Pay app). Crew members who need restricted access should purchase their credentials via Pit Pay app. Crew members or spectators who do not require restricted access may purchase in advance via MetroTix.
  - Pit Pay app usage will get expedited entry into the facility at most events. Certain events it may also allow for extended pit access, see specific details on those events as listed.
- **Oil Down Rule:**
  - DIAPERS ARE HIGHLY RECOMMENDED ON ALL CARS! REQUIRED, AS PER NHRA 2023 RULEBOOK. If you leave oil or any other liquid on the track that requires in excess of 5 minutes cleanup, you will be done for the evening and not allowed to run again. Repeat offenders (even if less than 5 minute cleanup required) may be asked to park their car for the evening solely at the discretion of WWT Raceway Management. All decisions are final. We are trying to do everything possible to prevent timely delays for everyone participating.

## **STAGING, PAIRINGS, BYE RUNS & BURNOUTS**

- **Class Calls:**
  - All classes will be called to the lanes by the track announcer.
  - Listen to the radio station. We will do our best to make sure you can hear the PA system but please also use FM radio. Radio station will be posted at ticketing, ET Shack, and Staging.
  - We will be using the Portatree texting system that you can subscribe to in order to receive lane calls. Please see <https://www.wwtraceway.com/sign-up-for-2020-text-message-program/> for detailed information
    - Form to sign up directly can be found at: <https://www.wwtraceway.com/racers-text-sign-up>
- **Bye Runs:**
  - 1<sup>st</sup> Round potential bye will be determined by the best reaction time from the last time trial round of the day.
    - Bye Run will be selected and pulled aside. If class is odd paired at end, racer will fill in pair.

- If bye run is not used, it **WILL** carry to next round (assuming the person who had the potential bye won the 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.
  - Potential bye runs are determined by best winning reaction time in the previous round.
  - Drivers can get only one bye per event unless all cars remaining have had a bye.
    - It is possible for a competitor to get both a “random” bye and a Ladder bye, even if all other competitors have NOT received a bye run. The Ladder bye is determined by the computer and cannot be changed.
  - 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.
    - Broke byes are still eligible for regular bye runs.
  - 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, with the exception of a ladder bye.
- **Ladder:**
  - Classes will be ladderded with 8 or fewer cars remaining based on reaction time from the previous round.
    - Lane Choice on the ladder will be determined by better reaction time in the previous round.
  - Exception: Super Pro Bike, Street Bike ET, Junior Dragster Thunder, Junior Dragster Lightning will be ladderded starting round 3, regardless of car count remaining.
- **Staging Lanes & Pairings:**
  - Never block the entrance of staging with your race car, trailer or pit vehicle.
  - Please stay with your car at all times while in the staging lanes. This staging lane & pairing policy applies to all classes
  - 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.
    - This is to keep cat and mouse games to minimum.
  - Once the bye run is pulled, cars will be paired side-by-side.
  - Please pull up in the lanes and do **NOT** hang back. If you hang back and refuse to move up at direction of a Staging Official, it will be assumed that you are broken and your competitor will be given a competition bye.
  - If we run out of cars in one lane, then they will be paired front to back with lane choice going to the front car in line.
    - Officials will make every effort to not send cars until a class is complete in staging lanes
    - IF someone shows up after single file pairing has begun, they **MUST** go to the back of the single file line.
  - Failure to listen to staging officials if told to move lanes due to an odd number of cars will result in disqualification.
  - Inability to run once paired constitutes a broke bye. Pairing is designated at the cross walk at the front of the 8 lanes. Any breakage beyond this point will lead to a broke bye in eliminations.
  - 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.
    - 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.

- If you pass ready line, it is a race - there will be no re-runs for wrong pairings, even if both drivers agree.
- All Dial-Ins MUST be on the car by the crossover and cannot be changed after that point (unless allowed by the Race Director)
- **Burnouts:**
  - Burnouts can be performed by any car.
    - Cars with slicks must pull through the water box.
    - Cars with street tires may go around the water box.
  - Crew members are prohibited from holding onto, or touching a car while the car is performing a burnout.
- **Staging:**
  - 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.
    - 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 clock (pushbacks & assistance from crew are permitted if done within reasonable time as deemed by the starter).
    - If the car still cannot stage after that time, the first driver will receive a single run.
  - 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.
  - Courtesy staging is not required and is not a disqualifiable issue.
- **Deep Staging:**
  - Deep staging is at your own risk. Failure for you to deep stage (or a “quick-tree”) is NOT grounds for protest or a re-run.
  - You should be deep-staged before your opponent is staged.
  - THE STARTER WILL NOT WAIT OR “HOLD THE TREE” FOR YOU, EVEN IF DEEP IS WRITTEN ON THE CAR.
  - Deep stages ARE NOT guaranteed AT ANY EVENT. The driver accepts all responsibility for when deep staging.
  - Since deep staging is permitted and Autostart is used, courtesy staging is not required and is not a disqualifiable issue.
- **Race Track Configuration:**
  - World Wide Technology Raceway is a right exit track.
  - There are three exits
    - First: (always closed, except for Jr. Dragsters and Emergency Situations)
    - Second: (always open) mid-shut down area, where fire truck and ambulance sits.
    - Third: End of race track, just before sand trap.
  - When exiting the track, right lane has right-of-way.
  - It is the driver’s responsibility to know where their opponent is before turning.
  - 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 yourself and others at risk.

- **Round Robin: (once we get into later rounds of competition)**
  - 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.
  - It is essential that racers report back to the lanes immediately and cool down there once in Round Robin
  - Please listen to the announcer for instructions and/or variations.
    - If you hear us calling for “All Winners”, this means we are at the Round Robin point.
  - Racers who miss their round will be eliminated.
  - Reruns or advancement will not be granted for missed lane calls or rounds.
- **Time Trials:**
  - Please pay attention to what lane(s) your class is called to. If multiple pairs of lanes are called, please follow the directions of the back of staging official.
  - When we reach the end of a session, there will only be a single if an odd amount of cars. If we can pair up those at the end, we will, failure to move as directed by track officials constitutes immediate forfeiture of time run. Track Officials reserve all rights in how cars are pulled to pair up if there are multiple cars stacked in one lane. **If lane choice is important, do not end up near the end of a session.**
  - In an effort to minimize the amount of time spent waiting in the lanes, time runs will be run in “class” sessions.
    - Each class will be called to the lanes over the P.A.
    - Only one time run is allowed per “class” session.
    - The computer has been programmed to flag cars that attempt more than one run per session.
    - You will not receive a reaction time or elapsed time if attempting a second run during a single time trial session.

## **Break & Rainout Policy**

- **Track Credit Policy:**
  - If you break before first round, a track credit will be issued at the tower.
  - The credit will be the amount of the entry less the cost of that event’s crew admission.
  - Track credits will only be issued at Test & Tunes if the vehicle breaks prior to entering the water box for their first-time trial. Credit will be the value of car & driver entry, less that day’s crew admission.
  - Credits must be claimed in Race Control by the end of the event, they WILL NOT be mailed after the event. Break Credits are non-transferable.
  - To claim the break credit at a future event, you MUST present and surrender the form that you were issued in Race Control. If you lose the form, it becomes invalid.
  - ANY competitor who suffers breakage causing down time on track and/or cleanup (i.e. anything requiring more than a tow off track) will NOT receive any credit under any circumstances.
- **Rain-Out Policy (Race Event):**
  - NO REFUNDS
  - In the event of rain during an event, eliminations will not be continued to another day This is up to the sole decision of the Race Director and Track Management. Points will

- be awarded per class through the last FULLY completed round.
- An event is defined as “COMPLETE” at the conclusion of first round in all classes (not including buy back).
- If first round is not complete, a “Rain Out” Credit will be issued. ALL participants will need to listen to announcements and come to Race Control to receive a voucher for future event. Vouchers will be good for 1 year from date issued, and it is the racers responsibility to treat as cash and keep track of. This credit must be presented and surrendered at a future event to receive the credit. If the voucher is lost, the credit is not valid. Credit only valid for entry into the same class and event that you were entered into.
- Crew/Spectators will also need to come to follow PA announcements and come to Race Control in order to receive a voucher, good for 1 year. Voucher will only be issued on events deemed “non-complete)
  - JUST KEEPING YOUR WRISTBAND IS NOT ENOUGH! YOU MUST HAVE THE VOUCHER TICKET TO GET CREDIT TO FUTURE EVENT.
- **Rain-Out Policy (Test Event)**
  - NO REFUNDS
  - If weather or other occurrence cancels racing testing has been going on for more than 50% of the scheduled run time, no refund will be issued.
  - If weather or other occurrence cancels racing testing has been going on for between 25%-50% of the scheduled run time, a half credit will be issued.
    - Track management has the right to offer no credit if a sufficient number of runs have been made by any competitor. This is solely at the discession of the Race Director.
  - If weather or other occurrence cancels racing testing has been going on for less than 25% of the scheduled run time, full credit will be issued.
    - Track management has the right to offer no credit if a sufficient number of runs have been made by any competitor. This is solely at the discession of the Race Director.
  - ALL participants will need to listen to announcements and come to Race Control to receive a voucher for future event. Vouchers will be good for 1 year from date issued, and it is the racers responsibility to treat as cash and keep track of. This credit must be presented and surrendered at a future event to receive the credit. If the voucher is lost, the credit is not valid. Credit only valid for entry into the same class and event that you were entered into.
  - Crew/Spectators will also need to come to follow PA announcements and come to Race Control in order to receive a voucher, good for 1 year. Voucher will only be issued on events deemed “non-complete)
    - YOU MUST HAVE THE VOUCHER TICKET TO GET CREDIT TO FUTURE EVENT. WRISTBAND WILL NOT BE NECESSARY.
  - This policy does not apply for mechanical problems or disqualifications. No credit will be given for car breakage once a car has attempted a burnout in the water box.
- **Please note: Events by outside promoters and NHRA National events do not apply to this policy.**

## **CONDUCT OF DRIVERS & PIT CREW**

- **Restricted Areas:**
  - Due to insurance regulations, access to certain areas of the facility is restricted.
    - These areas include advanced staging, behind and inside the burn-out box, the starting line, the track itself and the return road.
  - All drivers and crew are required to sign a waiver in the presence of a track official.
    - At that time all driver, or crew members will be issued a wristband that must be put on the wrist in the presence of that track official
  - Crew wrist bands are limited to three per team. This includes in front of the drag tower on golf carts.
  - No one under the age of 16 years is permitted in any restricted area. This includes in front of the tower on golf carts.
  - Absolutely no one will be allowed in restricted areas without a wristband.
    - An exception is allowed with minors in short shoot during junior dragsters, however, minors must remain in or on tow vehicle at all times.
- **Children:**
  - Parents are cautioned to keep children under supervision in the immediate area of their pit space.
  - 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.
    - 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.
    - Parents who let minor children roam the pits unattended will be asked to leave the pit area.
  - Remember, you must have a driver's license to operate anything motorized. Roller skates, skateboards, radio controlled vehicles and similar toys are not permitted whatsoever.
- **Misconduct:**
  - 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.
- **Pit Vehicles (Golf Carts, Scooters, Pit Bikes, Etc):**
  - Golf Carts, motorized pit bikes, mini-bikes, and ATV's are ONLY permitted to be used for racer needs in the pit area to tow race cars.
    - They may also be used to assist in the mobility of handicapped persons.
  - ALL OPERATORS MUST HAVE A VALID STATE DRIVERS LICENSE AS WELL AS THEIR CAR NUMBER PROMINENTLY DISPLAYED ON THE PIT VEHICLE.
    - "Joy riding" or unsafe operation anywhere on the premises by you or your crew members is grounds for immediate disqualification.
  - Children are not permitted to operate pit vehicles of any kind.
  - 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.
  - Failure to comply with these rules may result in immediate disqualification.
    - If a minor is caught driving a pit vehicle or an adult is caught driving in a reckless manor:



- 1st offense, vehicle will be confiscated.
  - 2nd offense, points will be forfeited for that weekend with no reimbursement.
  - 3rd offense, you will be asked to leave the park with no reimbursement.
- **Speed Limit and/or Reckless Endangerment:**
  - The speed limit for all vehicles on the premises is 15 mph.
  - 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.
  - Repeat offenders may result in a permanent ban from the facility.
  - 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 World Wide Technology Raceway.
- **Tow Vehicles:**
  - Tow vehicles are allowed in Super Pro, Pro Bike and Junior Dragsters only.
  - No tow vehicles are permitted to be on the race track surface. All tow vehicles must travel down the return road.
  - All crew members must be in the enclosed part of the vehicle and have restricted area wristbands.
  - Absolutely no one is allowed on tail gate of pickup. If passenger is in truck bed, they must sit on bed floor.
- **Alcohol Policy:**
  - No glass bottles are permitted anywhere on the World Wide Technology Raceway property and absolutely no alcoholic beverages are allowed in any restricted area of the facility.
    - This includes the staging lanes, starting line, track and return road.
  - Any driver determined to be intoxicated or found with an alcoholic beverage in their possession while still in competition will be disqualified immediately.
  - Any person found to be operating any vehicle while in possession of alcohol may be disqualified and/or ejected from the premises.
  - 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.
  - It is to the advantage of the drivers to police themselves and their crew members.
    - 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.
- **Waste Oil / Hazmat:**
  - Collection centers are provided throughout the pits. Waste oil must be dumped in these bins. Contaminated oil (contamination is any non-pure race oil, i.e., brake clean, carburetor cleaner, anti-freeze, etc...) must be taken with you when you leave. Safety-Kleen provides collection as a courtesy, please respect this service.
  - Do not leave anything on property that is not pure race oil.
- **Facility power:**
  - 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 World Wide

Technology Raceway outlet or power supply will be immediately ejected and face suspension.

- **Weekend Event Policy:**
  - For those planning to stay for the weekend in your RVs and trailer living quarters, all crew members will be charged for the whole weekend when they come in the gate. If they are not staying the whole weekend we will refund their tickets as they leave. Please be sure they keep their tickets as proof of purchase.
  - The same applies for racers wishing to do early drop-offs of trailers while we have events taking place. You will be charged for the event taking place as well as the remaining events for the weekend.
- **After-Hours Policy:**
  - 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.
  - 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.
  - Facility secure times for Wide-Open Wednesday, Test 'n' Tunes and Midnight Madness events is 45 minutes following the completion of racing

## **COMPULINK CROSSTALK & TruSTART & AUTOSTART**

- **Compulink CrossTalk:**
  - CrossTalk allows the tree to be fully shielded (all ambers) while giving several benefits. All racers have their own “clean” tree, with all ambers including the top amber facing directly towards them. CrossTalk functions in eliminations by firing the top amber in both lanes at the same time. This allows both cars a direct “hit” on the tree. The tree of the slower lane will continue counting down to the second and third amber as normal. The faster cars top amber will remain lit until the time comes for the second and third amber in that lane to cycle down. Note that CrossTalk function would only be run in “Super” classes in eliminations only. Footbrake classes would have a normal functioning tree.
    - 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.
      - 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 in front of your dial-in on the scoreboards before you stage.
      - 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. The "N" is part of your dial-in. There will be NO Re-Run for a missed "N". If it is not there, do not stage.

- **Compulink TruSTART:**

- Compulink TruSTART will be used in ALL bracket classes. Super Pro, Pro, Motorcycle, Sportsman, Trophy, Jr. Dragsters, and High School. TruSTART will be used at ALL WWT Raceway produced events and is highly encouraged to be used by all promoters at rentals (please check with specific event promoter if it is NOT a WWT Raceway event [i.e. W.O.W. Junior Points Series, Bracket Points Series, Special Bracket Races, Mother Road Rendezvous, etc.]).
  - TruSTART will be used at ALL World Wide Technology Raceway events (in all applicable classes) unless specifically requested to NOT be used by the event promoter or their rules. Please consult with Event Promoters to find their policy on TruSTART
- Compulink TruSTART will display RED Lights for both competitors in Time Trials. In eliminations, the tree will always go GREEN when the first car leaves. The first leaving car will ALWAYS count down Amber, Amber, Amber, Green regardless of the actual status in order to hide a possible Red Light. After the 2<sup>nd</sup> car has left, the True GREEN/RED status of both cars will be displayed.
  - 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.

- **Compulink AutoStart:**

- The AutoStart system is used at World Wide Technology Raceway in all classes at all events.
- This system starts the tree automatically when the computer senses two fully staged vehicles so the starter can concentrate more on the track and conditions of the race.
  - 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.
  - Don't try to burn down your opponent.
  - E.T. Bracket settings are the same as the NHRA Division 3 Finals.

## **DIAL-INS**

- **Dial-Ins:**

- Cars are required to display dial-ins on all 4 sides of the car. If you do not have windows you may use a scoop or some other part of the car on both sides that is visible from the tower when you are in the water box. Please Note: We sit directly above you when we are looking for your dial in. Please make sure that both your number and your dial-in are clearly displayed. We will make every attempt to clarify what you have written but please

remember that visibility from the tower is poor at times. Dial- in must be written out to the hundredth of a second (including zeros) by the crossover.

- You must have your dial in set when you cross the crossover. There will be a sign stating “cannot change dial past this point.”
  - Failure to follow these rules is grounds for disqualification.
  - 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 race director’s discretion.
- **Dial-In on Scoreboards:**
  - You have an opportunity to verify that you and your opponent are dialed-in correctly.
  - Your first opportunity to check your dial-in is 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.
  - 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 scoreboard.
  - If you have a “N” for NO Cross-Talk, it will appear on the Dial-In Board as 8X.XX (i.e. 8.90N will display on Dial-In Board as 88.90). It will display on the Scoreboard as – (i.e. 8.90N will display on Scoreboard as -8.90). If this is incorrect, it is not grounds for a re-run, verify that it is there when you are accepting your dial.
  - Absolutely no re-runs for wrong dial-ins, even if both drivers agree. Once pre-staged starter assumes they are correct.

## **ELECTRONICS & PROTEST PROCEDURES**

- **Electronics per class:**
  - If a driver is caught using electronics (delay boxes, trans brakes, air shifters, two steps, 4 wheel line locks, etc.) in a class that does not allow them during eliminations, they will be disqualified immediately without refund.
    - Additionally, if they are a point’s member, they will lose all points for the season.
- **Protesting:**
  - If you see a delay box or anything illegal, bring it to our attention and we will investigate it without a protest charge.
  - However you can officially protest another racer for a protest fee of \$200 for Super Pro / \$100 for all other classes.
    - To do this, bring the funds to the Race Director and state which driver and what specific device you are protesting and why.
    - That driver will be escorted to a restricted inspection area.
      - All inspections will be under the direct supervision of the Race Director.
      - If no illegal device is found, then 75% of the protest fee will go to the protested driver.
      - If the driver is found illegal then 75% of the protest fee will be returned to protester and the illegal driver will be disqualified and will lose all season points.
- **Race Director Decisions:**
  - Every effort has been made by World Wide Technology Raceway 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 Race Director will

decide the outcome of the race.

- The Race Director's decision is final and entry in the competition is acknowledgment that the participant accepts this ruling without recourse.

## **POINTS PROGRAM (how points are earned):**

- **Points Membership:**
  - See [wwtraceway.com/racers](http://wwtraceway.com/racers) for specifics. Points will count from the day you sign up going forward.
- **Double Entries:**
  - If a racer has 2 points entries, it is their responsibility to have 2 separate car #'s (we recommend ADD X or DROP 1<sup>st</sup> Number). This is the racer's responsibility to track. If the racer runs with a wrong car #, they must immediately (prior to class being called for NEXT round of eliminations) tell officials in Race Control, or points will follow the lower earned entry.
  - If a racer has 2 entries, but only 1 points entry, the racer MUST claim on tech card the entry/car # they wish to receive points for that day.
  - Any racer caught trying to manipulate points between entries, at the sole discretion of track officials, will receive the lower points accumulated between the two entries.
- **Tie Breakers:**
  - To eliminate the need for runoffs between racers that are tied in points, tie breakers will be used to determine higher position. This system will ensure that all classes have a definitive Top 10 with no ties in points at the end of the year.
  - Tie breaker system will also be used to eliminate any ties in qualifying for the ET Finals.
    - 1<sup>st</sup> – Driver with the most points without throw-outs
    - 2<sup>nd</sup> - Driver with most races attended (Show Points)
    - 3<sup>rd</sup> - Driver with the MOST POINTS RACES WON during the current season
    - 4<sup>th</sup> - Driver with the MOST POINTS RACE RUNNER-UPS during the current season
    - 5<sup>th</sup> - Driver with the MOST SEMI-FINAL ROUND APPEARANCES in points races during the current season
    - 6<sup>th</sup> - Driver with fewest buyback rounds
- **Points Awarded (for ALL World Wide Technology Raceway Points Programs):**
  - Points will be awarded through completion of season for points championship.
  - Points will be awarded to ALL competitors of an event. In the event of the driver not being able to make first round, they will receive 10 attendance points (the purchase of a tech card without the car present to receive the 10 attendance points is prohibited).
  - Points will be awarded for each event as follows (based off NHRA Standard):

# of Rounds	1 <sup>st</sup> Round Loser	2 <sup>nd</sup> round Loser	3 <sup>rd</sup> Round Loser	4 <sup>th</sup> Round Loser	5 <sup>th</sup> Round Loser	6 <sup>th</sup> Round Loser	7 <sup>th</sup> Round Loser	R/U	Win
2 or Less	33							44	55
3	32	43						54	65
4	31	42	53					64	75

5	30	41	52	63				74	85
6	30	40	51	62	73			84	95
7	30	40	50	61	72	83		94	105
8	30	40	50	60	71	82	93	104	115
9	30	40	50	60	70	81	92 / 103	114	125

- If you lose 1<sup>st</sup> round and buyback, you will receive 10 less points than listed in the table above. (i.e. a 5 round race, 4<sup>th</sup> Round Loser who bought back will receive 53 points [10 less than 63])
  - In the event of more than an 8 round race, points will continue to increase in the fashion listed above.
    - Buyback points awarded only for ROUNDS Won.
- In the event of breakage prior to first round, you can receive a credit (no points will be earned).
  - You may also waive the credit and receive 30 points (10 tech plus 20 first round). You will be treated as a 1<sup>st</sup> Round Loser.
  - If you cannot run and wish to receive the 30 breakage points, you must notify Race Control before the tower closes that night.
  - Buy Back Cars / Bikes will earn points only for rounds won.

### **Points & Purse Policy for Weather Shortened Events**

- An event is defined as “COMPLETED” at the conclusion of first round in all classes (not including buy back).
  - If a class is not fully complete when the event is canceled, the round will be treated as if it never happened. If the round is complete, points and payouts will be issued up through the completed round.
    - Points will be issued for all rounds completed, all racers still in competition will receive points for the last round they won.
    - Purses are then divided between all active drivers still in competition. A check will be mailed the Tuesday following the event, a valid W-9 MUST be on file.
  - Points will also be awarded in each round for all classes.
  - If it is deemed necessary by the Race Director to switch from 1/4-mile to 1/8-mile (Bikes and Sportsman) for safety concerns or weather related issues, points will still be counted the same.

### **PAYOUT/CONTINGENCY**

- **Payout Guarantee:**
  - Payout is guaranteed to be what is posted in each classes minimum car count per level of cars attending.
  - Payout is posted in the Bracket Series. Specialty Events or Track Rentals payouts contact promoter or see special event page
  - 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

- 1 round of competition.
- “Bonus” checks will be mailed the week following the event and NOT available for pick up same day.
- Payouts will be held for 90 days following an event, after that they will be forfeited. It is the racer’s responsibility to contact WWT Raceway to get payout within 90 days.
- For any payout related questions or issues, please contact Brad via email at [bcannon@wwtraceway.com](mailto:bcannon@wwtraceway.com)
- **Class Count Cut Offs:**
  - Car count is calculated by how many cars compete in first round.
- **Contingency Connection:**
  - You must run the required decals.

## **Class Specific Rules**

Please note: For Summit ET Series bracket classes, we will follow rules as listed on [www.nhradiv3.com](http://www.nhradiv3.com). Any rule changes throughout the season will supercede this rulebook. Please note: Helmets are required in any vehicle faster than 13.99 (1/8<sup>th</sup> equivalent). This helmet must meet NHRA standards as set in their rulebook, must be SNELL SA/M2015, or newer or SFI equivalent. See NHRA rules for specific permitted helmets. TRUstart will be used in all classes (and at the 2023 NHRA D3 ET Finals)

### **SUPER PRO (3.66-7.75) 1/8-MILE (NOTE: D3 low et break 4.30, down to 3.66 permitted at WWT Raceway)**

1. Computer: Prohibited unless stock vehicle by new car manufacturer. See general regulations 9:1
2. Data recorders: Permitted. See general regulations 9:2 & 9:10.
3. Delay boxes: Permitted, All direct wiring must be clearly identifiable to the tech inspector. See general regulations 8:2 for more information.
4. Trans-brake: Permitted.
5. 4-wheel line lock: Permitted.
6. Automated shifter: Permitted.
7. Throttle Control: Permitted.
8. 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.
9. Switches & buttons: All switches and/or buttons must be standard mechanical connection type. Infrared laser, retinal scan, fingerprint, light source or any other non-mechanical type switch and/or button prohibited.
10. Vehicle must meet all applicable safety rules for ET and/or MPH. See NHRA Rulebook.
11. NHRA License & ET Number: Required. (4 or 6 required if running 6.39 or quicker)

### **PRO (5.40-8.99) 1/8-MILE**

1. Computer: Prohibited unless stock vehicle by new car manufacture. See general regulations 9:1.
2. Data recorders: Permitted.
3. Delay boxes: Prohibited.
4. Trans-brake: Permitted.
5. 4-wheel line lock: Permitted.
6. Automated shifter: Permitted.
7. 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. Deadstop under carburetor or gas pedal are permitted. Throttle timers, staging controllers, counters prohibited.

8. 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.

9. Switches & buttons: See S/Pro #9 switches & buttons.

### **SPORTSMAN (11.60-19.99) 1/4-MILE**

1. Computer: Prohibited unless stock vehicle by new car manufacture. See general regulations 9:1.

2. Data recorders: Prohibited. See general regulations 9:2 & 9:10.

3. Delay Boxes, trans-brakes, 4-wheel line locks, Prohibited.

4. Automated shifter: Prohibited unless OEM.

5. 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. Deadstop under carburetor or gas pedal are permitted. Throttle timers, staging controllers, counters prohibited.

6. Line lock: 2-wheel line locks permitted on non-drive wheels only.

7. OEM electronics, tachometer, single stage (high side only) rev limiters: Permitted.

8. Ignition: Stutter boxes prohibited. Single stage (high side only) rev limiters permitted. Starting line rev limiters prohibited. 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.

9. Switches & buttons: See S/Pro #9 switches & buttons.

10. Tow vehicles: Tow vehicles are prohibited in Street E.T.

11. NHRA License & ET Number: Required. (Level 4, 5, 6 or 7 accepted, with ET number.)

### **SUPER PRO BIKE (7.50-15.99) 1/4-MILE**

1. Electronics: Same electronic rules as Super Pro except data recorders prohibited.

2. NHRA license & ET Motorcycle Number: Required. (4D or 6D if running 9.99 or quicker, 5 or 7 if 10.00 or slower)

### **HIGH SCHOOL: (11.60-UP) 1/4-MILE**

1. Tires: All tires must be DOT approved street tire.

2. Electronics: Same as Sportsman E.T. category.

3. Tow vehicles: Tow vehicles are prohibited in High School E.T.

4. The student and/or their car for competition may NOT be entered in any other bracket at the E.T. Finals. Student can enter Sportsman bonus races on held during the E.T. Finals event.

5. Competition number will be assigned Track Team Letter and 1 or 2, i.e. A1, A2, B1, B2, etc.

### **JUNIOR STREET: (9.00-UP) 1/8-MILE**

1. We will follow all NHRA rules, please check [www.nhraracer.com](http://www.nhraracer.com) for any in-year updates.

2. New to 2021, any ET quicken than 8.50 seconds in the 1/8<sup>th</sup> mile is subject DQ and further disciplinary action from NHRA.

3. Designed for participants age 13-16 years old, any competitor must have a valid NHRA Jr. Street License prior to competing against another in competition. A licensed supervising adult who must be the participant's parent or legal guardian or 25 years of age or older with a valid state driver's license. The licensed supervising adult must be seated in the passenger seat of the vehicle anytime the participant is in the driver's seat. The teen may only drive the vehicle from the staging lanes to



the starting line, on the track, and on the return road as far as the time-slip booth. The licensed supervising adult must drive the vehicle in the pits, into the staging lanes, and must take over after the run on the return road past the time-slip booth.

4. **CREDENTIALS:** A valid NHRA Jr. Street program participant license and NHRA membership are mandatory. License application must be fully completed and submitted to NHRA in Glendora, Calif., for processing. License application available at [NHRARacer.com](http://NHRARacer.com). All new license applications must include a certified copy of the participant's birth certificate and a completed and notarized minor waiver and release.
5. **HELMET:** Helmets are mandatory for the participant and the licensed supervising adult. Helmet can be either an open-face or a fullface helmet meeting Snell M2015, M2020, SA2015, SA2020 or SFI 31.1/2010, 31.1/2015, 31.1/2020, 41.1/2010, 41.1/2015 or 41.1/2020 certification.
6. **PROTECTIVE EQUIPMENT:** No shorts, bare legs, tank tops, or bare torsos permitted while racing (applies to both participant and licensed supervising adult).

**Junior Dragster:**

We follow all NHRA Rules, please visit [www.nhraracer.com](http://www.nhraracer.com). ALL NHRA Age ET Breaks apply and will be enforced

Thunder: 8.90 Seconds and Slower, 6-12 year olds

Lightning: 7.90 Seconds and Slower, 13+ year olds.

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