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2010 ET Bracket and Jr. Drag Racing Rules



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The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to any participant, spectator or official.

The race director shall be empowered to permit minor deviation from any of the specifications herein or impose any further restrictions. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS. Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final.

General Rules

Heartland Park Topeka is a NHRA Member Track and will operate by NHRA requirements and specifications. Your best source for the detailed safety, general guidelines, bracket, and Jr. Dragster racing requirements for 2010 is the 2010 NHRA Rule Book and the 2010 NHRA Jr. Drag Racing League Rulebook.

DO NOT REMOVE SEAT BELTS OR HELMET WHILE ON TRACK wait until the return road.

Please keep the speed of all vehicles in the pits at 10 MPH or slower.

All contestants using auxiliary pit vehicles (mini-bikes, ATV's golf carts, etc.) must register their vehicle with Heartland Park, display a registration sticker, and have their competition numbers displayed on their vehicles. All auxiliary pit vehicles must be used for necessary transportation only. NO recreational or fun riding is allowed. **NO DRIVERS UNDER 16 YEARS OF AGE PERMITTED AND MUST HAVE A VALID DRIVERS LICENSE.**

AGE LIMITATIONS:

All drivers and crew members must sign the appropriate Waiver and Liability Releases. 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.

To enter into any RESTRICTED AREA, any driver or crew member must possess and display a valid RESTRICTED AREA PASS.

Minors under the age of 14 MUST REMAIN WITHIN THE CONFINES OF THE TOW VEHICLE WHENEVER IN A RESTRICTED AREA.

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 race track 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 the 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 crew members.

NHRA makes no representations or express or implied warranties in compliance with the rules and regulations published in the Rulebook and Policy Manual or 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 the equipment manufactures builders and the participants in the event.

All Jr. Dragster drivers must have a valid PARTICIPANT CARD from the Jr. Drag Racing League to be eligible to drive.

REQUIREMENTS FOR NHRA LICENSE: All application forms must be filled out completely.

Applications for DRIVERS MEDICAL CERTIFICATE and NHRA LICENSE:

- All applications must be turned into tower before license runs are made.
- All test runs will be single runs. No side-by-side runs on test sessions.
- All test runs must be witnessed by two licensed drivers and a track official.
- Original time slips must be attached to applications.
- Drivers may not enter competition on the same day they make license runs.

NHRA COMPETITION NUMBER:

An NHRA competition number is required to compete in the NHRA / Summit E.T. Racing Tournament Finals and at Lucas Oil Drag Racing Series events. NHRA forms available at track. We recommend an NHRA competition number for all racers.

Classes and ET Breaks

Super Pro: ET Break – 7.00 to 12.00 1/4 mile (Electronics) Computer, unless OEM stock, and Stutter boxes are PROHIBITED. Delay boxes, data recorders, transbrake, four-wheel line-loc, automated shifters, throttle control and starting line and or “high side” rev limiters permitted. Cross Talk may be used.

Pro: ET Break – 9.00 to 13.99 1/4 mile (No Electronics) Computer, unless OEM stock, Data Recorders and Stutter boxes, Throttle stops, and Delay boxes are PROHIBITED. Trans Brake/Dual Line-locs are allowed as long as the wiring consists of a single continuous wire from the power source to the switch and single continuous wire from the switch to the transbrake or line-loc. All Trans-Brake/Line-loc buttons must be NHRA accepted. Shifter; mechanical, hydraulic, pneumatic, electrical operated shifter permitted, as long as the function is driver activated. Rev limiter; two (2) step maximum permitted.

Sportsman and Street: ET Break – 12.00 to 19.99 1/4 mile (No Electronics) Computer, unless OEM, Data recorders, Delay boxes, transbrakes, automated shifters, unless OEM, Throttle stops and Stutter boxes are PROHIBITED. Two wheel line-locs only are permitted. Single stage rev limiter permitted. Must not effect down track RPM in any way. Slicks are permitted and mufflers are optional.

- DOT Tires: DO NOT drive through water box
- Hub caps & trim rings must be removed.
- Deep Staging will be allowed. “DEEP” must be written legibly and visible to the starter.

Pro Bike: ET Break – 7.50 to 14.00 1/4 mile (Electronics) Computer, unless OEM stock, and Stutter boxes are PROHIBITED. Delay boxes, data recorders, transbrake, line-loc, automated shifters, throttle control and starting line and or “high side” rev limiters permitted. Cross Talk may be used.

Jr. Dragster

Jr. Competitors may move to a different age category within the season from but may not take their points earned with them in the change of category. All Junior dragsters classes will run on 1/8-mile timing.

Class "C" ages 8-9 MINOR – ET restricted to 12.90 seconds or slower based on either an ET dial-your-own or heads up basis, breakout rules apply.

Any racer running quicker than 12.70 ET at any time during an event will receive one warning. If the same racer runs quicker than 12.70 ET again at the same event, he/she will be disqualified from the remainder of the event. Any racer running quicker than 12.50 ET at any time during an event will be immediately disqualified from the remainder of the event. No Second Chances.

Class "B" ages 10-12 MAJOR – ET restricted to 8.90 seconds or slower based on either an ET dial-your-own or heads up, breakout rules apply.

Any racer running quicker than 8.70 ET at any time during an event will receive one warning. If the same racer runs quicker than 8.70 ET again at the same event, he/she will be disqualified from the remainder of the event. Any racer running quicker than 8.50 ET at any time during an event will be immediately disqualified from the remainder of the event. No Second Chances.

Class "A" ages 13-18 ADVANCE – ET restricted to 7.90 seconds or slower based on either an ET dial-your-own or heads up basis, breakout rules apply.

Any racer running quicker than 7.50 ET or faster than 85 mph at any time during an event will be immediately disqualified from the event. No Second Chances.

Track Rules and Race Procedures

Run order will be determined at each event based upon individual class car count.

Heartland Park Topeka does not guarantee the number of runs you will receive in a given day. HPT will determine the number of runs as weather, entries & track condition will allow. Time only cars will be given a minimum of one session during eliminations.

Do not come to staging lanes until your class is called.

HPT broadcasts the PA simultaneously over the radio on 88.7 FM. If you are in an area where it is difficult to hear the PA we strongly recommend you keep a radio on this station to hear important announcements and your call to the lanes.

Go to the staging lanes when called over the PA system. All eliminations are run on a round-robin basis after the third round which means winning racers must return immediately to the staging lanes. If 75% of your class in the staging lanes and ready to race competition will start. We will not wait for you.

A .500 Full Shaded Tree will be used in all classes.

Car numbers and Dial-Ins must be displayed on the right (passenger) side of the vehicle. Once a pair of cars cross the ready line going to the burnout, they can no longer change the dial-in of their vehicle, unless the normal flow of racing is halted due to rain, track cleanup or an incident. If there happens to be a re-run, dial-ins may be changed between runs.

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.

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 area. Procedures such as the following must be completed prior to staging, lining up after burnout, removing parachute pins, wiping tires, etc.

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.

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 ALL EVENTS.** 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 Race Director.

Jr. Dragster Competitors will be ladderred for first round competition based on best non-red reaction time in qualifying round(s).

All classes except the Jr. Dragsters will be ladderred beginning in the third round. The ladder will be based on the reaction time from the second round. Cars will be paired best to worst. If there is a bye it will go to the car with the best reaction time. Once cars are paired, lane choice will go to the driver with the best reaction time, in all other rounds if needed lane choice will be determined by a coin toss.

If a competitor competes in a category that provides the cross talk option and that competitor does NOT want cross talk, they MUST place an "N" circled by the dial in number and be readable from race control. It is the competitor's responsibility to verify a minus sign in front of the dial in number on the scoreboard. If this is not correct, competitor must notify starting line official before staging occurs.

Entry Fees and Payouts

Entry Fees:

Super Pro \$60, Pro \$50, Sportsman \$45, Street \$25, Pro Bike \$50, Jr. Dragsters \$25, Time Only \$25, Adult Spectators and Crew \$10, Children Under 12 Spectators and Crew \$5, Buy Backs \$30 for Super Pro, Pro, Sportsman, and Pro Bike; \$20 for Street and Jr. Dragsters.

Registration will close for driver entries in a class once the first round is complete for that class.

There will be a one-time registration fee of \$25 per car / car number combination.

Trophies will be awarded to event winner in each class. Additionally, Runner Up and Semi-Finalist trophies will be awarded in the Street and Jr. Dragster classes only.

Payouts:

	Super Pro	Pro	Sportsman
Winner	\$1100	\$900	\$400
Runner Up	\$400	\$325	\$150
Semi-Finalist	\$120	\$100	\$90
Quarter Finalist	\$60	\$50	\$45

Pro Bike payout will be 80% of entries.

All race winnings will be paid by check and mailed to the address listed on the Tech Card.

Buy Backs

Only competitors who compete in the 1st round of competition may exercise the right to buy back into competition. No shows in first round will not be eligible to buy back to second round.

Buy Backs will be 1st round only in all classes only and MUST be purchased prior to the Buy Back rounds; any participant that makes a pass (accepts the tree) without having purchased the appropriate buyback run card will be disqualified immediately from the event and have 25 points deducted from season points totals. Two incidents of the above action will result in the participant losing racing privileges at HPT events.

Jr. Dragsters may buy back into a separate consolation race only (non-points). This consolation race will include all three Jr. Dragster classes combined and laddered by their reaction time in the first round. Individual class ET and mph restrictions must be adhered to even though cars from different classes may compete against each other.

Heartland Park Topeka Point's Series

The point's series will include all eight classes and all drivers will be eligible to earn points. All points are awarded to the driver and cannot be transferred under any circumstances. Points are not transferable from one eliminator to another. The driver and car number are a combination and the number MUST be on the car driven in eliminations to accumulate points. The car driven in the 1st round of eliminations may not be changed. **NO SUBTITUTE CARS.** A driver may enter the points more than once, but must be driving different cars in eliminations. A car may be driven more than once in eliminations, but must have a different driver. No co-drivers, you must drive the race to accumulate points.

Points will be awarded as follows:

100 Points for entry to event*		
Round 1	Winner: 50	
Round 2	Winner: 51	Buy Back Winner: 46
Round 3	Winner: 52	Buy Back Winner: 47
Round 4	Winner: 53	Buy Back Winner: 48
Round 5	Winner: 54	Buy Back Winner: 49

*Broke before first round: If your car breaks before the first round, it is your responsibility to go to Race Control and sign a "Broke Before First Round" Sheet in order to receive your attendance points. Points will not be awarded if the entry is refunded or an entry credit is issued.

HPT will award Championship points and maintain the point standings to determine a Champion. The final point standings will be based on the total number of points earned from each driver's top eight (8) points earning events. All drivers are required to drop one (1) event points total from their season ending sum. For the purposes of this calculation, an event not entered shall count as zero points.

The points fund for Super Pro, Pro, and Sportsman is \$6000; the payout will be calculated per the following chart.

1 st – 20%	2 nd – 15%	3 rd – 13%	4 th – 11%	5 th – 10%
6 th – 9%	7 th – 7%	8 th – 6%	9 th – 5%	10 th – 4%

The top 2 points earners in each of the Jr. Dragster Classes will receive Savings bonds in the amount of \$200 to the Champion and \$100 to the Runner Up.

Year-end trophies will be awarded to the top three finishers in each class excluding time only.

Rainout Policy

RACERS:

If rain or other occurrence halts racing before the completion of first round elimination's, racers will receive 50% credit of entry fee and there will be no purse payout or points awarded. A "Credit Slip" must be obtained at the Registration Building by returning your "Credential & Wrist Band" to be used at a future HPT event. Credit slips are valid for the current season only.

If rain or other occurrence halts racing after the completion of the first round of elimination's for your class, points will be awarded to that point in the race. Payout will be divided among the remaining racers and no entry fee credit will be issued.

If rain or other occurrence halts racing during a round of your class's eliminations, applicable payouts and entry fee credits will be issued as if that classes round had not started. If race is halted after the first round but during or before the running of the buy back round (second round) and racer had purchased a buy back racer will receive buy back credit for the full amount of the buy back good for the current season only.

CREW AND SPECTATORS:

If rain or other occurrence halts races prior to the completion of first round elimination's, purchased tickets may be redeemed for an amount up to their purchase value. A "Credit Slip" will be issued at same location as check in, by returning ticket stubs, and/or wrist band to be used at a future HPT event. Credit slips are valid for the current season only.

If rain or other occurrence halts races after the first round elimination's begin, the race will be considered complete. NO REFUNDS.



ET Finals and JDRL Finals Team Qualifications



The top point's earners in the Super Pro, Pro, Sportsman, and Pro Bike classes will have the opportunity to compete for Heartland Park's Team at the Summit Racing ET Series Division 5 Finals. The final team roster will be determined by Heartland Park.

Jr. Drag competitors may earn a place on Heartland Park's team at the Jr. Drag Racing League Western Conference Finals through their accumulated points.

Drivers earning a spot on Heartland Park's Team will receive a free entry to the event along with a team t-shirt.



King of the Track

A King of the Track race will be held at the conclusion of the final event of the season. The point's champions in the Super Pro, Pro, Sportsman, and Street classes will be eligible. If the champion is unable to compete the runner up in the points would be eligible. A random draw will determine the pairing of the four drivers.