

2018 National Trail Raceway – JEGS ET / Summit Series

Please Read the following Information carefully. If you have any questions, please ask any member of the National Trail Raceway (NTR) staff. Have a safe and successful season!



RESTRICTED AREA POLICY Anyone entering a restricted area or advanced/restricted area of the facility must read, print and sign the release and waiver located in the tech area prior to entering any restricted area on the facility. This person must also display the colored wristband indicating the proper execution of the release and waiver prior to being allowed in these areas.

NO ONE UNDER THE AGE OF 18 CAN SIGN THIS RELEASE AND WAIVER. Minors' ages 14-17 need to have minor release executed properly to sign the release and waiver. AT NO TIME CAN CHILDREN UNDER THE AGE OF 14 BE ALLOWED IN A RESTRICTED AREA with the exceptions of Junior Dragster running exclusively.

- AT NO TIME CAN ANYONE BE ALLOWED TO SIT AND / OR SPECTATE IN A RESTRICTED AREA
- AT NO TIME CAN FOOD / DRINK BE ALLOWED IN A RESTRICTED AREA
- AT NO TIME CAN ANIMALS BE ALLOWED IN A RESTRICTED AREA

ALCOHOL CONSUMPTION Alcohol consumption is forbidden by competitors until their racing action is completed. No alcoholic beverages are allowed in any restricted areas while there is on track activities of any kind. Any competitor found in violation of this will be escorted from NTR property. Additional penalties may be assessed at NTR's discretion.

THESE GUIDELINES HAVE BEEN ESTABLISHED BY OUR INSURANCE COMPANY AND WE THANK YOU FOR YOUR COOPERATION IN FOLLOWING THEM!

NOTE

Any section marked with ∇ has been revised or added for the year. National Trail Raceway will be referred to as "NTR" throughout these rules

PA SYSTEM

Besides the track's public address system, we encourage you to tune to 88.3 FM on your radio for the complete simulcast of the track's PA can be heard.

RULE REVISIONS

Any revisions to these rules or any other track rules will be posted exclusively on our website under "Track Info" tab, then the "Classes & Rules" link.

∇ PIT SUPPORT VEHICLES / CURFEW

Anyone operating a vehicle in the pit area (Bicycles, mopeds, skate boards, golf carts, motorcycles, etc.) must be at least 16 years of age, hold a valid state driver's license and the vehicle must be registered or related to a specific competition entry. One warning will be given if this policy is violated before action is taken. Curfew will start 30 minutes after the conclusion of racing. There will be no loud noise such as engines or parties and all motorized pit traffic shall cease.

∇ MONETARY PAYOUTS

All plaques / non-monetary awards must be picked up the day of the event. Racers receiving monetary payout must fill out a W-9 form at the track before payment can be made. All check will be sent out to racers during the week following the event.

LICENSES / CHASSIS TAGS

All participants at NTR are required to have a valid state driver's license or current NHRA Competition Driver's License when needed. Any contestant's vehicle that will be running 9.99 seconds & quicker in the 1/4 mile (6.39 – 1/8 mile), or faster than 135 mph (the mph does not apply to motorcycles) must have a current NHRA Level 4, 5 or 6 driver's license. All car entries competing and/or dialing quicker than 9.99 (6.39 – 1/8 mile), or faster than 135 mph will be required to have a current chassis certification sticker affixed to the frame before participating.

TECHNICAL INFORMATION

Most technical information applying to your respective eliminator may be found under the ET Section and the General Regulations Section of the current NHRA Rule book. NTR will follow section 1.6.5 of the NHRA Rule book for any protest / technical request if need be. Please ask the NTR Event Director if there any questions about any technical items or policies.

ELECTRONICS

The official NHRA policies and guidelines concerning "electronics" will be in effect at all of our ET series events. These policies and guidelines are outlined in the current NHRA rulebook, and the current NHRA Division 3 Summit ET Series Rules. NTR reserves the right to randomly inspect any competitor's vehicle at any time to insure compliance of these policies and guidelines. Any competitor choosing to compete at NTR grants NTR the right to retain any vehicle(s) for up to 24 hours after an event, to complete a thorough post-race inspection.

TAIL LIGHT

All vehicles must have a working light on the rear of their vehicle. It must be on once we turn our track lights on for the evening. The light must be of sufficient size to be seen from the starting line to track turn-off. One warning will be given if a taillight is not sufficient. Failure to comply with these rules may result in disqualification of the event. If you have any questions about the light on your vehicle, ask a member of our staff.

ETI

All participants are encouraged to take advantage of the no-cost Extended Technical Inspection (ETI) program that NHRA & NTR offers. This allows competitors to go through an expanded tech assessment at the beginning of the year and speed up the tech process for the competitor at each race. Once a participant has completed the ETI, it is their responsibility to notify NTR tech inspection personnel of any changes to their vehicle that may affect their ETI status. Failure to do so may result in the loss of their ETI and any championship points earned during that season. You must be a current NHRA member to be eligible for the ETI. NTR reserves the right to administer a complete technical inspection of any vehicle regardless of having a completed ETI.

DRIVER APPAREL

Nylon or Nylon-type clothing is not recommended in any classes, regardless of ET. Every competitor, regardless of class or ET, must wear long pants and a shirt with sleeves. (No shorts or tank tops). Please consult the NHRA Rulebook for required apparel for your ET and MPH break within your class. All NHRA rules apply for ET and/or MPH.

∇ HELMETS

Drivers in all 13.99 (8.99 – 1/8 mile) or quicker vehicles must wear a current NHRA approved SNELL or SFI rated helmet. All full-bodied vehicles running 9.99 (6.39 – 1/8 mile) or quicker must wear a full-faced NHRA approved SNELL or SFI rated helmet. All motorcycle riders must wear a SNELL or SFI rated helmet. (No DOT helmets) Consult the current NHRA Rulebook for all approved helmet ratings.

PROPER USE OF SAFETY EQUIPMENT

Seat belts must be worn and adjusted in such a manner that the driver's torso and head cannot extend outside the parameters of the roll cage. The loosening or removal of seat belts, arm restraints, helmet, gloves, neck collar, window nets, face shield, and any other safety equipment is prohibited from the time the vehicle leaves the ready line until the vehicle is on the return road. Violators will be subject to disciplinary action in the sole and absolute discretion of NTR and NHRA.

COOLANT / ANTIFREEZE

Any vehicle running 11.49 or quicker is not permitted to have coolant/antifreeze in the cooling system here at NTR.

ENVIRONMENTAL POLICY

It is the responsibility of the Participant, not NTR, to properly store, use, dispose of and account for any and all materials in the Participant's possession that may be subject to Federal, State or local regulations governing solid, recyclable and/or hazardous wastes, and to be in compliance with all such regulations at all times. Should the Participant be found not to be in compliance, the Participant shall be responsible for any and all penalties, fines, costs and clean up necessary for compliance. NTR will work with the appropriate governmental entities and agencies to monitor violations of any applicable environmental regulations. Noncompliance with the NTR environmental standard or a governmental standard threatens the ability of NTR to provide a venue for racing. Therefore, any violations will be dealt with accordingly. NTR penalties including, but not limited to, fines, suspension of competition privileges, loss of points, disqualification from events, and ejection from track are separate and apart from any civil or criminal penalties or other action that may be taken by any governmental entity or law enforcement agency. There shall be a "Zero Tolerance" policy with regard to the improper use or disposal of any solid or hazardous waste.

ENTRIES

No one may enter two cars in the same ET class. A competitor may enter two cars in two different classes. Two drivers may enter one car in two different classes, they will be responsible for changing competition numbers between classes (**they may NOT use the same competition number**). No refunds or adjustments of any kind for failing to change numbers or missed class call.

MULTIPLE ENTRIES

Competitors may enter one car in two different classes under the following conditions: A Super Pro or Pro car may also enter Clark Rader Memorial Super 32 at the appropriate races. A Sportsman or Pro car may also enter another class as long as it meets all class requirements. Any vehicle running Pro and/or Sportsman must not contain any "electronics" (delay box, throttle stop controller, etc.) or automated throttle stop of any kind. Any throttle stop must be mechanical only. All "electronics" or automated throttle stops must be completely removed from the vehicle to compete in Pro or Sportsman. At any time during race day, if a Pro or Sportsman vehicle is found to contain any "electronics" or an automated throttle stop and/or controller, the car & driver will be disqualified without monetary refund, and the driver will forfeit all points earned that season and money earned that day.

▽ REPLACEMENT VEHICLE

NTR will follow the current NHRA policy for SC, SG and SST entries. This can be found under "REPLACEMENT VEHICLES" in section 2, page 4 of the current NHRA Rulebook.

ENTRY CREDIT

Entry credit will only be issued if your vehicle fails to pass tech or your vehicle breaks prior to receiving a time trial. No credits can be given once an entry has made a pass of any kind down the racetrack. **NO CASH REFUNDS OF ANY KIND WILL BE GIVEN.**

▽ TIME TRIALS

Each competitor may make a maximum of two time trials per entry. NTR will make every effort to provide everyone two time trials before eliminations. This does not guarantee any competitor two runs. The staff and management at NTR will make the decision of "one time trial" on a race by race basis. Several factors will enter into the decision, including car counts and weather conditions. Should other issues arise that would warrant restricting time runs, they will be considered as well. All time trial sessions are called by class. If you should miss a time trial session, you forfeit the run. We encourage competitors to listen to the PA, 88.3 FM on their radio, for all class announcements.

▽ DIAL-INS

Contestants in the Summit ET Points Series may not dial quicker than 7.00 (4.00 – 1/8 mile) and cannot dial out of their respective eliminators. Each driver is responsible for placing their dial-in on the car in such a manner to be clearly visible from the control tower (left and back windows are preferred). As well, it is each driver's responsibility to confirm the accuracy of their dial-in prior to PRE-STAGING on the dial in and scoreboards. No re-runs will be allowed in the event of an incorrect dial-in. Dial-ins may not be changed once the vehicle reaches the white ready line in front of the tower. If competition is delayed for an inordinate amount of time the Event Director may allow a dial-in change. It is the drivers' responsibility to confirm the policy after a delay with an NTR staff member.

DEEP STAGING

Deep staging is permitted. Competitors that are deep-staging must remember that the tree can be activated at any time after both pre-stage bulbs are lit. The AutoStart system will not be overridden for anyone choosing to deep stage. All competitors must be prepared to race as soon as their stage bulb is on!

STAGING

Courtesy staging is recommended at all times in all classes, but is not mandatory. There will be no re-runs due to a staging mistake by any driver.

AUTOSTART

National Trail Raceway utilizes the CompuLink AutoStart system for all races. The starter may override the AutoStart system at any time if the situation warrants. NTR follows the NHRA Division 3 guidelines for all AutoStart settings. The settings for the system are as follows:

- **Stage minimum:** 0.60 (The amount of time from a tire breaking the beam to begin AutoStart)
- **Staged to start:** 1.10 (The amount of time that both cars are staged to start AutoStart countdown)
- **Timeout Total:** 10 (When one car is staged, and the other is pre-staged, this is the amount of time before the tree starts)

CROSSTALK / CHRISTMAS TREE

NTR will use LED amber bulbs for all events. NTR will use the CompuLink CrossTalk feature for all delay box categories. CompuLink CrossTalk allows the tree can stay completely blinded with the amber lights focused directly at the driver. The top amber light in each lane will activate with the start of the slower dialed cars tree countdown, the slower cars tree will continue on its normal .5 second countdown to green. The faster cars top light will stay on for the standard .5 second duration plus the amount of handicap between the two lanes, and then it will continue to countdown after that at the .5 sec countdown to green.

If the faster dialed car does not want to utilize CrossTalk, an "N" is to be placed at the end of their dial-in. The computer operator then types this "N" into the system after the dial-in. A negative sign will appear on the scoreboard in front of the dial-in signifying that CrossTalk has been disabled for that driver. The tree will then operate in the standard full tree count down mode. There will be no re-runs for incorrect CrossTalk setup.

COMPETITION NUMBERS

An official NHRA ET competition number is required for all series participants wishing to race at the NHRA North Central Division Bracket Finals. This official ET number must be properly displayed on the vehicle at all times, per the guidelines in the NHRA Rulebook. An official NHRA competition ET number can be obtained through the NHRA Division 3 office, and official forms are available at the track and on www.nhradiv3.com.

PAIRINGS / LANE CHOICE / BYE-RUNS

For Super Pro, Pro, and Sportsman eliminator, we will utilize the "chip and paddle system" to determine lane choice and pairings in early rounds of racing. There will be a total of eight (8) chips to pull from, two for each lane being used. Bye runs in these classes for any random drawn rounds of competition will be determined by reaction time. The first round bye will go to the best reaction time from the final time trial, while subsequent bye runs in random pairing rounds will go to the winning racer with the best reaction time from the previous round. Any ties in reaction time during the time trial / rounds of competition for the bye will be broken by whichever racer accomplishes the reaction time first. There is no carryover on any bye runs if not used. If there is an even amount of racers, the selected bye run participant will be given lane choice in that pair. A competitor will be allowed only one bye run in the random drawn rounds. A competitor may receive another bye run, once we ladder the field. When pairing cars for eliminations not on the ladder, the first chip pulled will be given lane choice. The second chip pulled will be paired against the first chip pulled. Those two chips will then be placed to the side and the other chips will be selected from to determine the following pair using the same guidelines. Once all chips have been selected, the process will be repeated as noted above. If a lane becomes empty, chips for that lane will be removed and the process will continue with only the lanes with cars in the drawing process. If only one lane remains, the first in line will have lane choice and be paired with the participant behind it. Super Pro, Pro, and Sportsman will be ladder based off reaction times once the class reaches 16 or fewer entries for a round of racing. Once the ladder is established, lane choice will be determined between the two drivers. It is the responsibility of the participants to have determined lane choice prior to being pulled from the staging lanes. If lane choice has not been determined, the head of staging may place the vehicles in the lanes at his/her discretion. No lane changes can be made after the vehicles leave the ready line. Super Pro Motorcycle and Street Motorcycle will be ladder based off their best reaction time from time trials for round one.

BUYBACKS

NTR allows buybacks in the JEGS ET / SUMMIT SERIES for Super Pro, Pro, Sportsman, Super Pro Motorcycle, and Street Motorcycle. Buybacks will only be held for those that lose in the opening round of competition during the JEGS ET / SUMMIT SERIES events if time permits. Participants wanting to buyback into the event will have to proceed to Room 103 of the NTR Tower to register and pay for buyback. Buybacks are open from the end of round one of the class until the first call for buybacks in round two over the PA. Buybacks will run at the beginning of the second round of eliminations against one another using the "chip and paddle system". If there is an odd amount of racers in buybacks, that racer will run against a winner from round one and that winner from round one will have lane choice. No buyback will have a bye run in the buyback round. Buybacks will not earn any additional points once bought back in.

In Super Pro Motorcycle and Street Motorcycle, if there is an odd amount of buybacks, the odd entry will run against any winner set on a bye run from the class' round two ladder. If no bye run is there, the highest winning qualifier not to receive a bye run will have a bye that round and his opponent will run the final buyback rider. In round three, both winners and buyback winners will be brought together on a ladder based on round two reaction times. Buybacks will not earn any additional points once bought back in.

▽ OFFICIAL REGISTRATION

In order to participate in the JEGS ET / SUMMIT SERIES points, you must first complete an official registration form & submit to NTR. There will be at least a \$20 fee to all racers when turning in their official point registration form for entering the points' series. All participants running for points in the JEGS ET / SUMMIT SERIES should be an NHRA member. No points can be gathered until official registration form is submitted. There are NO refunds of any fees once they have been paid.

▽ POINTS

In the event of a rain-out, points may be awarded if one complete round of competition for all classes is finished. Points may be awarded for each round win up until the race is declared a rain-out. See "RAIN-OUTS" for more rain-out information. Each officially registered competitor will receive ten (10) points for entering the race and passing technical inspection. An additional ten (10) points will be awarded to each competitor for each round won so long as the competitor is not a buyback. The event winner of each class will be awarded an additional three (3) points at each race, the runner-up an additional two (2) points, and each semi-finalist an additional one (1) point so long as the competitor is not a buyback. If a competitor passes tech inspection but does not stage first round, it is the competitors' responsibility to notify the Event Director that day to ensure proper allocation of the ten (10) tech points earned. If a racer gains an entry credit, they have withdrawn from competition and thus will not receive points for the event. Official point's standings will be posted weekly at the track and online at www.nationaltrailraceway.com. It is each registered competitor's responsibility to verify the points each week and report any discrepancies to NTR personnel no later than ten (10) days after the date of the event in question. Points are not transferable between classes. Each competitor may claim a maximum of nine (9) races out of the scheduled ten (10) towards their season total. NTR will automatically deduct the points' races (with the lowest point totals), over the maximum of nine (9).

RAIN-OUTS

If possible, NTR will explore any and all avenues to complete any events stopped by rain. While every attempt will be made, there are no guarantees that any races lost to weather will be made up. Any rain dates will be noted online at www.nationaltrailraceway.com. See "POINTS" for more rain-out information.

TIE BREAKER

Any ties will be broken as follows: 1 - The racer with the most race wins will place higher. 2 - If not resolved, the racer with the most runner-ups will place higher. 3 - If not resolved, the racer with the most round wins will place higher. 4 - If not resolved, "head-to-head" victories between those tied will determine. 5 - If not resolved, racers tied for first will run off for the championship. All other places will be considered tied and awards/winnings will be split.

DECALS

Every competitor in the JEGS ET / SUMMIT SERIES points must display a JEGS and a SUMMIT ET SERIES decal on each side of their vehicle during time trials and competition. Any driver not displaying the decals will forfeit any points earned that day. NTR will provide all necessary decals free of charge.

▽ BRACKET FINALS

The 2018 NTR Bracket Finals Team will compete at the NHRA North Central Division Bracket Finals at Lucas Oil Raceway in Indianapolis on September 14-16. NTR will hold spots for the top twelve (12) Super Pro and Pro finishers, top eight (8) Sportsman finishers, top five (5) Super Pro Motorcycles and top one (1) Street Motorcycle participant, for a total of thirty-eight (38) entrants. The NTR Bracket Finals Team positions will be determined using total points earned and not taking any "dropped" races out of the totals for each driver. The Race of Champions position for the Motorcycle class will go to the top point earner in Super Pro Motorcycle. The thirty-eight (38) qualified entrants will be determined after the JEGS ET / SUMMIT SERIES event on Saturday, August 25th. NTR reserves the right to make substitutions to any class as needed to fill the thirty-eight (38) car field. We will also select two (2) High School competitors to compete for NTR at the NHRA North Central Division Bracket Finals from the JEGS WEDNESDAY NIGHT program. All forty (40) team members will receive special custom apparel for representing NTR at the Bracket Finals. Entry for Bracket Finals will be paid by NTR through Points Registrations taken in 2018. Technical inspection for the NHRA North Central Division Bracket Finals will be completed at NTR prior to the running of the event.

NOTE

ALL RULES, INTERPRETATIONS OF THE RULES, QUESTIONS AND PROTESTS ARE LEFT UP TO THE FINAL DISCRETION OF THE EVENT DIRECTOR.

IF THE SITUATION WARRANTS ACTION IN ANY EVENT, THE EVENT DIRECTOR HAS THE FINAL WORD, PERIOD!