



**2021 ET Bracket Series
Rules and Guidelines**

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****Rules of the NHRA Rule book will be followed unless they are noted and or superseded by the Gainesville Raceway addendum.**

2021 ET Bracket Series Schedule

ET Bracket Series Race Dates

- January-May racer gates open at 9:00 AM; June-September racer gates open at 2:00 PM
- January-May time trials begin at 10:00 AM; June-September time trials begin at 3:00 PM
- Eliminations begin immediately after final Time Trial
- Friday events the Highway gates will be open for stacking at noon (12:00PM)
- Saturday events the Highway Gate will be open Friday night for stacking

2021 Summit Racing Equipment ET Bracket Series Schedule

January 16 th -	Summit Series Race #1 with Junior Street
January 23rd-	NHRA Chassis Certification Day 7:30AM-5PM; call 352-377-0046 to reserve a time slot
January 30 th -	Summit Series Race #2
February 13 th -	Summit Series Race #3 with Junior Street
February 14 th -	Summit Series Race #4
April 3 rd -	Summit Series Race #5 with NHRA TV Wally Race
April 24 th -	Summit Series Race #6 with Junior Street
May 8 th -	Summit Series Race #7 with King of Track Wally Race
May 29 th -	Summit Series Race #8 with Junior Street
May 30 th -	Summit Series Race #9
June 12 th -	Summit Series Race #10
June 26 th -	Summit Series Race #11 with Junior Street
July 17 th -	Summit Series Race #12
August 7 th -	Summit Series Race #13 with Junior Street
August 21 st -	Summit Series MAKE-UP DATE, if needed
Sept. 11 th -	Summit Series Race #14
Sept. 25 th -	Summit Series Race #15 with Junior Street

A couple of notes as it relates to the 2021 Schedule:

Jr Street will run at select ET Bracket Series Races directly behind the Sportsman class.

Click here for the full schedule: <https://gainesvillraceway.com/schedule/2021-01/>

These Rules are designed to provide for the orderly conduct of racing events and to establish standards for such events. By entering and participating in an event, 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, spectator or official. These rules may be changed or amended from time to time by the management of the raceway. These are general guidelines for Gainesville Raceway. Please check your class rules for any class specific amendments. Please refer to the NHRA Rulebook for complete rules listings. For rules clarification, email Mike Yurick, myurick@nhra.com

1. TECH INSPECTION & TRACK CREDITS

a) Tech Inspection:

- i) Tech Inspection is located at the far end of the paved pro pits (southeast garages).
- ii) All vehicles are required to park in the pits.
- iii) Unload your vehicle and report to tech inspection with all safety equipment, clothing and accessories required to race. Please completely fill out your tech card prior to arriving in tech and be prepared to show your NHRA license if your vehicle runs 9.99 (6.39 1/8th mile) or quicker.
- iv) After passing Tech inspection you may enter the lanes if the lanes are open for your class.
 - (1) If not, please return to the pits and wait for your class to be called to the lanes.

b) Multiple Entry Rules:

- i) Car double entry is permitted at any ET Bracket Series event (double entries are defined as two drivers being allowed in eliminations in the same car but NOT in the same class).
 - (1) Separate numbers must be visible.
 - (a) Number not in use must be covered or erased.
- ii) **Please be aware that no class will wait for driver change or extra cool down.**
- iii) One racer is permitted to drive two different cars in two different classes.
- iv) One racer is permitted to drive the same car in two different classes.
- v) One racer may NOT drive two cars in same class and one car may NOT be used by two racers in the same class.
- vi) Car must conform to ALL rules in each class.

c) Buy Backs:

- i) A competitor who loses first round and wishes to buy back for second round may do so.
 - (1) Immediately proceed to Main Office located on the first floor of the tower
- ii) Once racer has bought back, he or she should return to class lanes when called.
- iii) Buy backs fall into second round of eliminations
- iv) Buy back round is same format as regular racing.
- v) A driver not present for first round may buy an entry and a buy back and will run second round.

d) Track Credit (rain check) Policy:

- i) In the event of breakage prior to first round, you can receive a Broke Check – you must present your Racer Ticket at the ticket booth and they will take care of that.
- ii) Track credits will only be issued at ET Bracket races if the vehicle breaks prior to entering the water box for their first-time trial. Credits will be the value of car and driver entry, less that day's crew admission. Credits must be claimed in Race Control prior to the end of the event.
- iii) Driver must claim credit by going to Race Control prior to the end of time trials (for breakage).
- iv) Driver will receive a credit voucher that is only valid for that driver to use when attending the next event in which the driver participates, for ONE tech card.
 - (1) All vouchers are good for 1 year from date of issue
 - (2) Any unused credits cannot be redeemed for a cash refund.

2) STAGING, PAIRINGS, BYE RUNS & BURNOUTS

a) Call to Staging Lanes:

- i) All classes will be called to the lanes by the track announcer.
- ii) Listen to the radio station 97.1 FM. We will do our best to make sure you can hear the PA system but please also use FM radio.

b) Bye Runs:

- i) 1st round based on best reaction time from 2nd time trial session. Subsequent bye runs are determined by best reaction time from previous round.
 - (1) If bye run is not used, it will NOT carryover. Driver pulled for Bye will fill in the odd position at end of class and have lane choice.
- ii) Drivers can get only one bye per event unless all cars remaining have had a bye.

- (1) If competitors have been entered onto a ladder (eight cars or less), all are eligible for a bye run based off best reaction time of previous round.
 - (2) Bye Run will be selected and pulled aside. If there is an even number of cars, the driver with the bye run will be paired. Bye run gets lane choice.
 - iii) Competition bye runs are awarded in the event that your opponent is unable to race. This occurs only after you have been paired when you cross the yellow dotted line or paired on a ladder sheet.
 - (1) If it occurs prior to pairing, which is in the lanes, no single will be awarded.
 - (2) Competition byes are still eligible for regular bye runs.
 - iv) Any bye run car that elects to just take the tree and back off the starting line may do so.
 - v) Bye run cars will be held to end of their round, the bye run can go at any time once on a ladder sheet.
- c) **Staging Lanes & Pairings:**
- i) Never block the entrance of staging with your race car, trailer or pit vehicle. Unless authorized by track personnel to retrieve a broken car.
 - ii) Please stay with your car at all times while in the staging lanes. The staging lane & pairing policy applies to all classes
RUN ORDER- Pro ET, Super Pro Bike, Super Pro Car, Pro Bike, Sportsman, Jr Street, Juniors.
 - iii) Once you have selected a lane to run in and have crossed the dotted yellow line, you cannot switch lanes or move in front of or behind a racer for any reason.
 - (1) This is to keep cat and mouse games to a minimum.
 - iv) Once the bye run is pulled, cars will be paired side-by-side.
 - v) If we run out of cars in one lane, then they will be paired front to back with the front car having lane choice.
 - vi) Inability to run once paired constitutes a competition bye.
 - vii) As you pull up to the ready line, make sure that you remain paired. It is impossible for the tower to determine who is paired until you are near the ready line.
 - (1) In the event that you reach the ready line and are no longer paired correctly, grab the attention of the Head of Staging and tell them you are not paired correctly so that the issue can be resolved.
 - (2) If you pass ready line, it is a race - there will be no re-runs for wrong pairings, even if both drivers agree.
- d) **Burnouts:**
- i) Burnouts can be performed by any car.
 - (1) Cars with slicks or drag radials must pull through the water box.
 - (2) Cars with street tires may go around the outside of the water box.
 - (3) If you choose to not use water, you may go around the burnout box but cannot back into the water to burnout.
 - ii) Crew members are prohibited from touching a car while the car is performing a burnout.
 - iii) Only vehicles without front brakes (dragsters & altered) and/or any Super Comp style cars are permitted to do a burnout across the starting line.
- e) **Staging:**
- i) When the first driver has fully staged and the second driver has pre-staged, the second driver has a set amount of time (10 seconds) to fully stage or he will be timed out and disqualified in a foul per AutoStart settings.
 - (1) In another situation, if a driver is ready to stage or has already staged and the second driver is having problems (i.e. mechanical failure, etc.), the starter will put that car on a 20-second clock (pushbacks & assistance from crew are permitted if done within the 20-seconds).
 - (2) If the car still cannot stage after that time, the first driver will receive a competition bye.

- ii) By staging your vehicle, you have signaled to track officials that you find all conditions acceptable and you are ready to race. In addition to the situations described in the paragraphs above (pairings, dial-ins, and deep-staging), this includes any problems (i.e., overheating, cold tires, etc.) resulting from delays on the track. If there is a problem, DO NOT STAGE. Explain your problem to a starting line official and they will assist you.
 - iii) If you stage, you have agreed to every condition of the race and there will be no re-run, even if both drivers agree.
- f) **Deep Staging:**
- i) Deep staging WILL BE HONORED
 - ii) You should be deep-staged before your opponent is staged.
 - iii) You must write “DEEP” on the front windshield and both side windows.
 - (1) Both sides of a dragster or altered side window or scoop so opponent is aware.
 - iv) You or your crew must also alert the water box that you intend to deep stage so they can radio the message to the starter.
 - v) Please keep in mind, there are factors and distractions that can cause a “DEEP” to be easily overlooked. Deep stages are not guaranteed at any event. The driver accepts all responsibility for when deep staging.
- g) **Race Track Configuration**
- i) Gainesville Raceway is a right exit track.
 - ii) There are three exits
 - iii) First Exit (gate closed), where fire truck and ambulance sits
 - iv) Second Exit; (gate always open) mid-shut down area.
 - v) Third Exit; End of race track, just before sand trap.
 - vi) When exiting the track, right lane has – right-of-way.
 - vii) It is the driver’s responsibility to know where their opponent is before turning.
 - viii) If in trouble, do not try to make turn off at a high rate of speed, take the sand trap.
- h) **Round Robin:**
- i) For most races, competitors will return to the pits after the first and second round of eliminations and wait to be called back to the lanes.
 - ii) Please listen to the announcer for instructions and/or variations.
 - iii) Racers who miss their round will be eliminated
- i) **Time Trials:**
- i) Two Trials on Saturday events, but one time trial on Sunday events before going directly into eliminations.
 - ii) Track reserves the right to cancel a time trial due to weather or time constraints.
 - iii) To run the left lane of the track, use odd numbered staging lanes. To run the right lane of the track, use even numbered staging lanes.
 - iv) When we reach the end of a session, should there be more than five (5) cars left in a single lane the second car of each pair will be moved over to the empty lane. If lane choice is important, do not end up at the end of a session.
 - v) To minimize the amount of time spent waiting in the lanes, time runs will be run in “class” sessions.
 - (1) Each class will be called to the lanes over the P.A.
 - (2) Only one time run is allowed per “class” session.
 - (3) The computer has been programmed to flag cars that attempt more than one run per session.
 - (4) You will not receive a reaction time or elapsed time if attempting a second run during a single time trial session.
 - (5) Late arrivals that miss their time trial session(s) are not guaranteed any time trials.

3) CONDUCT OF DRIVERS & PIT CREW

j) **Restricted Areas:**

- i) Due to insurance regulations, access to certain areas of the facility is restricted.
 - (1) These areas include advanced staging, behind the burn-out box, the starting line, the track itself and the return road/road in front of grandstands.
- ii) All drivers and crew are required to sign a waiver in the presence of a track official (at Tech).
- iii) At that time a wristband will be issued which must be put on the wrist in the presence of that track official.
- iv) If you require a crew member on the starting line, they too must follow this procedure.
- v) No one under the age of 18 years is permitted in any restricted area.
- vi) Absolutely no one will be allowed in restricted areas without a wristband and closed toed shoes.
 - (1) There is no restricted area requiring an armband while juniors are running.

b) **Misconduct:**

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

c) **Pit Vehicles:**

- i) 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.
 - (1) They may also be used to assist in the mobility of handicapped persons.
- ii) ALL OPERATORS MUST HAVE A VALID STATE DRIVERS LICENSE AS WELL AS THEIR CAR NUMBER PROMINENTLY DISPLAYED ON THE PIT VEHICLE.
 - (1) "Joy riding" or unsafe operation anywhere on the premises by you or your crew members is grounds for immediate disqualification.
- iii) Children are not permitted to operate pit vehicles of any kind.
- iv) These safety regulations are strongly enforced, as they are not just for the protection of your property and crew but for the protection of others as well.
- v) Failure to comply with these rules may result in immediate disqualification.
 - (1) If minor is caught driving pit vehicle or an adult in a reckless manor:
 - (a) 1st offense, vehicle will be confiscated.
 - (b) 2nd offense, points will be forfeited for that weekend with no reimbursement.
 - (c) 3rd offense, you will be asked to leave the premises with no reimbursement.

d) **Speed Limit and/or Reckless Endangerment:**

- i) The speed limit for all vehicles on the premises is 15 mph.
- ii) Any vehicle judged to be operated in an unsafe manner by track officials is eligible to have their team disqualified for the day on the first offense with no refund.
- iii) Repeat offenders may result in a permanent ban from the facility.
- iv) Burnouts anywhere but 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 Gainesville Raceway.

e) **Tow Vehicles:**

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

f) **Alcohol Policy:**

- i) No glass bottles are permitted anywhere on the Gainesville Raceway property and absolutely no alcoholic beverages are allowed in any restricted area of the facility.
 - (1) This includes the staging lanes, starting line, track and return road.

- ii) Any driver believed to be intoxicated or found with an alcoholic beverage in their possession while still in competition will be disqualified immediately.
- iii) Any person found to be operating any vehicle while in possession of alcohol may be disqualified and/or ejected from the premises.
- iv) Repeated offenses will result in a two race suspension without points, (these will not be considered your 2 lowest points races). As stated above, drivers are responsible for their crew members and if crew members have to be reminded repeatedly about this rule, the driver may be disqualified.
- v) For drivers and crew members, the definition of “repeatedly” is to be told twice on any given day and/or having to be reminded on a regular basis.
- vi) It is to the advantage of the drivers to police themselves and their crew members.
 - (1) If you ask someone to leave a restricted area due to alcohol possession and they become belligerent, do not put yourself at risk. Please notify a track official.
- g) **Waste Oil / Hazmat:**
 - i) Collection centers are provided at the Safety-Kleen portable building at east end of pro 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.
 - ii) Do not leave anything on property that is not pure race oil.

4) COMPULINK CROSSTALK, AUTOSTART, & TRU-START

a) Compulink CrossTalk:

- i) CrossTalk allows the tree to be fully shielded (all ambers) while giving several benefits. All racers have their own “clean” tree, with all ambers including the top amber facing directly towards them. CrossTalk functions in eliminations by firing the top amber in both lanes at the same time. This allows both cars a direct “hit” on the tree. The tree of the slower lane will continue counting down to the second and third amber as normal. The faster 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.
- ii) A driver (if he is the quickest of the pair) may cancel the CrossTalk function by including the letter “N” after the last digit of their dial-in.
 - (1) For example, a dial-in of 7.85N would cancel CrossTalk for that pair of cars if the 7.85 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.
 - (a) If there is no dash in front of your dial-in on the scoreboards, then the clock operator did not see the “N” after your dial or you have it placed elsewhere on your window. In this case, DO NOT PRE-STAGE. Simply get the starter’s attention and point to the “N” on your window; he will call the tower by radio and have it corrected.

b) Compulink AutoStart:

- i) The AutoStart system is used at Gainesville Raceway for certain events. This system starts the tree automatically when the AutoStart senses two fully staged vehicles so the starter can concentrate more on the track and conditions of the race.
 - (1) Here's how it works: when the system sees both cars pre-staged and ONE of the cars staged, it starts a timer (actual length of timer is class specific, please inquire with the tower or go to the class rules and information). If the second car does not enter the staging beams within the timer's parameters, a red light is activated for that car. This red light will NOT be negotiated under any circumstance. Remember, the system needs to see three lights before it starts the timer - two pre-stages and a stage.

c) Tru-Start

- i) The Tru-start system is used at Gainesville Raceway for all bracket classes at all ET events.
 - (1) By utilizing the Tru-start system, unlike days past, the driver who red-lights, or in the event that both red-light, the driver with the worst red-light would be the loser on the run.

5) DIAL-INS, ELECTRONICS & PROTEST PROCEDURES

a) Dial-Ins:

- i) Cars are required to display dial-ins on the right side of the windshield and the left side window. If you do not have windows you may use a scoop or some other part of the car on the left side that is visible from the tower when you are at the ready line. 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) before you leave the head of the staging lanes.
- ii) You must have your dial in set when you cross the ready line. Failure to follow these rules is grounds for disqualification.
 - (2) The only exception to this is after a track clean-up or long delay, as the cars already past the dial-in line may change their dial at the competition director's discretion.

b) Dial-In on Scoreboards:

- i) You have an opportunity to verify that you and your opponent are dialed-in correctly.
 - (3) Make sure you verify your dial-in is correct on the dial boards and scoreboards.
- ii) Absolutely no re-runs for wrong dial-ins, even if both drivers agree. Once pre-staged starter assumes they are correct.

c) Electronics per class:

- i) If a driver is caught using electronics (delay boxes, trans brakes, air shifters, two steps, 4 wheel line locks, etc.) in a class that does not allow them during eliminations, then they will be disqualified immediately without refund.
 - (1) If a driver is caught during time runs they will be warned, and electronics must be removed. If caught a second time, the driver/vehicle is subject to disqualification.

d) Competition Director Decisions:

- i) Every effort has been made by Gainesville 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 Competition Director will decide the outcome of the race.
- ii) The Competition Director's decision is final and entry in the competition is acknowledgment that the participant accepts this ruling without recourse.

6) POINTS PROGRAM

a) Points Membership:

- i) Point's membership is \$45 PER CATEGORY.
- ii) Early sign up bonus will be an extra 25 points. Must sign up before first round of eliminations of the first race.
- iii) We will also award 20 bonus points to any racer who attends and participates at all points races that we run 1st round. Participation means you purchased a tech card, and presented your car for Tech and attempted to run the race.
- iii) At the conclusion of the Race Season, all drivers entered in the season points program will have their 2 lowest Points races of the season dropped.

b) Tie Breakers:

- i) 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.
- ii) Tie breaker system will also be used to eliminate any ties in qualifying for the ET Finals.

- (1) 1st - Driver with the MOST POINTS RACES WON during the current season
- (2) 2nd - Driver with the MOST POINTS RACE RUNNER-UPS during the current season
- (3) 3rd - Driver with the MOST SEMI-FINAL ROUND APPEARANCES in points races during the current season

c) Points Awarded:

- i) Points will be awarded through completion of season for points championship.
- ii) Points members will receive 10 points for purchasing and turning in a tech card.
- iii) 10 points for taking an eligible vehicle through Tech. 10 points are awarded for each round WON. With each class winner receiving 2 bonus points, and each class runner-up will receive 1 bonus point.
- iv) In the event of breakage prior to first round, you can receive a credit (no points will be earned).
 - (1) You may also waive the credit and receive 20 points.
 - (2) If you cannot run and wish to receive the 20 breakage points, you must notify Race Control before the end of the event.
 - (3) You may receive a credit or points but not both.
- v) Buy Back Cars / Bikes will earn 10 points per round win plus Winner/Runner-up bonus points.
- vi) Points & Purse Policy for Weather Shortened Events – An event is defined as “COMPLETED” at the conclusion of second round in all classes.
 - (1) If second round is not complete for all classes, a “Rain Out” Credit will be issued.
 - (2) If second round is complete for all classes, purses are then divided between all active drivers still in competition.
- vii) Points will also be awarded in each completed round for all classes.
- viii) If it is deemed necessary by the Competition Director to switch from ¼-mile to 1/8-mile (Pro bike, Sportsman) for safety concerns or weather-related issues, points will still be counted the same.

7) NHRA Div. 2 SUMMIT RACING EQUIPMENT ET FINALS

a) Qualifying & “No Shows”

- i) You MUST compete in a minimum of three point’s races to qualify for the D-2 Summit Racing Finals.
- ii) Qualifying for the Bracket Finals will be from January 16th to September 25th.
- iii) The NHRA Summit Bracket Finals location is TBD**
- iv) Drivers competing at NHRA Mello Yello Drag Racing Series events including the NHRA Summit Racing Series National Championships will be required to be 18 years of age or older.

b) Junior Street Selection for ET Finals

- i) The top three in Junior Street Series points at the end of the season will be allowed to represent Gainesville Raceway in the Jr. Street Race of Champions at the Southeast Division Finals. Junior Street class representatives must be entered in the Gainesville Raceway Points program and they must be enrolled in high school or be a 2021 graduate. The student and/or the car they are racing may NOT be entered in any other class at the ET Finals.
- ii) Participants are permitted to run the same vehicle up to two categories during the event. Vehicles cannot be used by more than one participant during the event.
- iii) Replacement vehicles are permitted prior to the first round of eliminations. No Changes are permitted after the first round of eliminations for each class has begun. The original vehicle must be withdrawn from competition and cannot be reinstated for the remainder of the event. The replacement vehicle cannot be or have been utilized by another participant at the same event. A technical inspection must be completed on site before continuing competition and certification must be current if required. Drivers are not permitted to switch categories and must remain in their designated class. Additional time runs for replacement vehicles will not be permitted. Drivers are limited to one replacement vehicle per class at the event.

8) Payout:

a) Payout Guarantee:

- i) Payout is guaranteed to be what is posted in each classes minimum car count per level of cars attending.
- ii) Payout is posted in class rules; this will be followed unless noted on high dollar races.
- iii) If car count is below overall sheet, minimum payout is 75% of total first round entries

b) Class Count Cut Offs:

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

c) Payout of Rounds

- i) Payout of Rounds will start after last car of that round has finished, payouts will take place in the Main Office on the first floor of the tower.
- ii) Every Racer must fill out a Racer Payout Sheet PER CHECK per race, Every Racer must have a current W-9 filled out per year. (If address or name changes, must complete new W-9)

PAYOUTS BASED ON NUMBER OF CARS THAT RUN FIRST ROUND

FB TRAILERS – SUPER PRO ELIMINATOR PURSE:

Entry \$65.00 – Buy Back \$25.00

# in Round 1	Winner	Runner-Up	Semis	Qtr Final
45-50	\$1,300	\$300	\$125	\$65
39-44	\$1,100	\$200	\$100	\$60
33-38	\$1,000	\$175	\$ 75	\$50
27-32	\$ 900	\$150	\$ 75	\$50
20-26	\$ 850	\$100	\$ 50	N/A

ROLLINS AUTOMOTIVE – PRO ELIMINATOR PURSE:

Entry \$55.00 – Buy Back \$25.00

# in Round 1	Winner	Runner-Up	Semis	Qtr Final
45-50	\$1,200	\$300	\$125	\$55
39-44	\$1,000	\$200	\$100	\$50
33-38	\$ 800	\$175	\$ 75	\$50
27-32	\$ 700	\$125	\$ 50	\$35
20-26	\$ 600	\$100	\$ 50	N/A

SPORTSMAN ELIMINATOR & SUPER PRO & PRO BIKE PURSE:

Entry \$40.00 – Buy Back \$15.00

# in Round 1	Winner	Runner-Up	Semis	Qtr Final
49+	\$ 500	\$200	\$100	\$50
33-48	\$ 400	\$150	\$ 75	\$35
25-32	\$ 300	\$125	\$ 50	N/A
17-24	\$ 200	\$100	\$ 35	N/A

Under 17 Split 75% of entry fee – Win 70% - R/UP 30%

ALLEN SPEED & MACHINE – Jr. Dragster Class

Entry \$30.00 – Buy Back \$15.00

Allen Speed & Machine pays \$50 to best winning Junior reaction time 1st round
 If 8 or more cars – Win \$50 R/Up \$25 – if 16 or more cars Win \$100 – R/Up \$50

9) SUMMIT SERIES ET BRACKET CLASSES

ROLLINS AUTOMOTIVE PRO ET (5.70-8.99) 1/8 MILE

a) Class Specific Rules:

- i) Computer: Prohibited unless stock vehicle by new car manufacture. See general regulations 9:1.
- ii) Data recorders: Prohibited. See general regulations 9:2 & 9:10.
- iii) Delay boxes: Prohibited.
- iv) Trans-brake: Permitted.
- v) 4-wheel line lock: Permitted.
- vi) Automated shifter: Permitted.
- vii) Throttle control: Throttle must be manually operated by the driver's foot, with the exception of Motorcycle. Electronics, pneumatics, hydraulics or any other device may in no way affect the throttle operation. Dead stop under carburetor or gas pedal are permitted. Throttle timers, staging controllers, counters prohibited.
- viii) Ignition: Stutter boxes prohibited. Starting line and or "high side" rev limiters permitted. Two steps, rev limiters or any other rpm limiting devices, legal unto themselves but altered or installed so as to function as a down-track rpm controller, prohibited.
- ix) Switches & buttons: All switches and/or buttons must be standard mechanical connection type.
- x) Tow vehicles are prohibited in Pro E.T.
- xi) Vehicles running 5.70 to 6.39 in the 1/8 mile must meet all applicable safety rules. See NHRA Rulebook.
- xii) NHRA license: Required if running 6.39 or quicker.

SUPER-PRO BIKE 4.50 - 10.49 1/8 MILE

a) Class Specific Rules

- i) Super-Pro bike will handle their own pairings.
- ii) Computer: Prohibited unless stock vehicle by new bike manufacturer. See general regulations 9:1
- iii) Data recorders: Permitted. See general regulations 9:2 & 9:10.
- iv) Delay boxes: Permitted, All direct wiring must be clearly identifiable to the tech inspector. See general regulations 8:2 for more information.
- v) Automated shifter: Permitted.
- vi) Throttle Control: Permitted.
- vii) Ignition: Stutter boxes prohibited. Starting line and or "high side" rev limiters permitted.
- viii) 2-steps, rev limiters or any other rpm limiting devices, legal unto themselves but altered or installed so as to function as a down-track rpm controller, prohibited.
- ix) Switches & buttons: All switches and/or buttons must be standard mechanical connection type.
- x) Infrared laser, retinal scan, fingerprint, light source or any other non-mechanical type switch and/or button prohibited.
- xi) NHRA license: Required if running 6.39 or quicker.

FB TRAILERS SUPER PRO (4.40-7.99) 1/8 MILE

a) Class Specific Rules

- i) Computer: Prohibited unless stock vehicle by new car manufacturer. See general regulations 9:1
- ii) Data recorders: Permitted. See general regulations 9:2 & 9:10.
- iii) Delay boxes: Permitted, All direct wiring must be clearly identifiable to the tech inspector. See general regulations 8:2 for more information.
- iv) Trans-brake: Permitted.

- v) 4-wheel line lock: Permitted.
- vi) Automated shifter: Permitted.
- vii) Throttle Control: Permitted.
- viii) Ignition: Stutter boxes prohibited. Starting line and or "high side" rev limiters permitted. 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.
- xii) Switches & buttons: All switches and/or buttons must be standard mechanical connection type.
- xiii) Infrared laser, retinal scan, fingerprint, light source or any other non-mechanical type switch and/or button prohibited.
- xiv) NHRA license: Required if running 6.39 or quicker.

PRO BIKE 7.50 - 12.49 1/4 MILE

b) Class Specific Rules

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

SPORTSMAN (11.50-19.99) 1/4 MILE

a) General Procedures

- i) Computer: Prohibited unless stock vehicle by new car manufacture. See general regulations 9:1.
- ii) Data recorders: Prohibited. See general regulations 9:2 & 9:10.
- iii) Delay Boxes, trans-brakes, 4-wheel line locks, Prohibited.
- iv) Automated shifter: Prohibited unless OEM.
- v) Throttle control: Throttle must be manually operated by the driver's foot, with the exception of Motorcycle. Electronics, pneumatics, hydraulics or any other device may in no way affect the throttle operation. Dead stop under Carburetor or gas pedal are permitted. Throttle timers, staging controllers, counters prohibited.
- vi) Line lock: 2-wheel line locks permitted on non-drive wheels only.
- vii) OEM electronics, tachometer, single stage rev limiters: Permitted.
- viii) Ignition: Stutter boxes prohibited. Starting line or "high side" rev limiters permitted. One step rev limiter permitted, two or more step rev limiter prohibited, any other rpm limiting devices, legal unto themselves but altered or installed so as to function as a down-track rpm controller, prohibited.
- ix) Switches & buttons: All switches and/or buttons must be standard mechanical connection type.
- x) Tow vehicles are prohibited in Sportsman

JUNIOR STREET 1/8 mile, 9.00 ET limit.

*Winner will receive a trophy, no money payout

- i) NHRA Jr Street is for drivers 13 years of age thru the year of their 16th birthday.
- ii) Driver may only participate driving a full-bodied car, truck, van or SUV.
- iii) Open Top SUV Type vehicles prohibited, convertibles allowed, but top must be closed at all times.

Motorcycles and race cars prohibited.

- iv) All vehicles must be street legal and driven through the gate.
- v) Vehicle must have correct state license plate (dealer tag, paper tag, temporary tag prohibited)
- vi) A valid state registration, proof of current insurance.
- vii) Vehicle must be able to pass all state highway laws for the state it is registered.
- viii) Driver cannot participate in any other class except for Jr Dragster class.
- ix) Driver may only drive the vehicle from staging lanes to the starting line, on the drag strip, and on return road as far as timeslips.
- x) All runs must be made with the participants parent, legal guardian 25 years or older with a valid driver license.
- xi) Driver must have a valid NHRA Jr Street competition license.
- xii) Seatbelts must be worn at all times by both the driver and supervisory adult.
- xiii) Helmet mandatory for driver and supervisory adult. Can be either open face or close faced and must meet a rating Snell M2010, SA 2010, SA2015, or 31.1/2010, 31.1 /2015, 41.1/2015 certification.
- xii) No shorts, bare legs, tank tops or bare torsos permitted while racing, (applies to driver and supervising adult.

JUNIOR DRAGSTER

- i) Junior Dragster will qualify closest to the dial-in after second round of eliminations. At third round cars will be placed on a sportsman-ladder.

(1) First & Second round pairings will be determined by Chip Draw

- ii) Junior Dragsters we will be ONE class. With a MANUAL TREE.
- iii) ET Limits

(1) 6 – 9 year olds, 12.90 ET limit

(a) The 6-9 year olds are allowed, one (1) push back is allowed by driver raising hand. Engine may not be touched by crew chief during a push back.

(2) 10 - 12 year olds 8.90 ET limit

(3) 13 – 18 year olds 7.90 ET limit

- iv) Trainee Class

(1) Single time trial class for 5 year old trainee drivers only.

- v) Orange flag rule will be enforced when towing

- vi) Vehicles may be towed back.

(1) Vehicles may not be pushed back per NHRA rule.

- vii) Buy backs will be used 1st round only.

- viii) All safety equipment must remain on until after the driver has received their time slip, pulled to side by the scales and shut off their car.

- ix) No one under the age of sixteen is allowed to operate a tow vehicle.

Beginning June 1st, 2020, a head and neck restraint/device system Meeting SFI 38.1 is mandatory and must display a valid SFI Label at all times that the driver is in the race vehicle, from the ready line until the vehicle is on the return road. Driver must properly utilize an SFI 38.1 head and neck restraint system including connecting the helmet as required for full functionality of the device. The SFI 38.1 head and neck restraint device/system, when connected must conform to the manufacturers mounting instructions, and be configured, maintained, and used in accordance with the manufacturers instructions. A head and neck restraint device/system with or without a neck collar. If the device/system is used without a neck collar, a head sock or skirted helmet mandatory.

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Business Office Hours:
M-Th 9:00 AM – 5:00 PM
Fri 9:00 AM – 12:30 PM
See Dragstrip Schedule for event times.

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