



*Powered By*



# 2019 PMP REGISTERED RACER HANDBOOK

[www.pueblomotorsportspark.com](http://www.pueblomotorsportspark.com)

Racing Community of Southern Colorado and Staff welcome you to Pueblo Motorsports Park. 2019 marks the 40th year of drag racing at one of America's most complete motor sports facilities. To help you enjoy your participation at PMP we have prepared this racer handbook that includes general rules and information covering drag racing events at PMP.

The National Hotrod Association (NHRA) sanctions many drag racing events at PMP. The 2019 NHRA Rulebook is the primary authority in matters of technical inspection, safety procedures, and race operations unless otherwise noted in these rules. Specific exception will be noted in this handbook. E.T. Bracket Racing at PMP is part of the SUMMIT E.T. RACING SERIES in the NHRA Division 5.

Pueblo Motorsports Park is an NHRA Member Track. We recommend the purchase of the 2019 NHRA Rule Book which contains the complete rules and regulations. Upon entering the race facility, racers agree to abide by the rules, questions and protests are left up to the final discretion of the race officials and may be changed if the situation warrants such action. In any event the Race Master has the final word.

Vehicles participating in drag racing events must be ready to race. Vehicles that are improperly prepared may be rejected by a Tech Official. Any rider/driver, crew member or person in association with a rider/driver or crew member who is considered to be under the influence of any drug, alcohol, or any judgment impairing substance will be expelled from the race and escorted off of the premise together with the entire crew and vehicle associated with the offender. Alcoholic beverages of any kind are prohibited from being consumed by racers and crew members prior to the completion of their racing for the day.

Speed limit in the pit area, return road, and other areas is 15 MPH and no burnouts are allowed anywhere except in the burnout box. Violators who are endangering others whether it be in/on a race vehicle or pit vehicle, will be expelled from the race facility.

<b>Class Designation</b>	<b>Tree</b>	<b>Time Breaks (Seconds)</b>
SUPER PRO(S/P)	.5 FULL	7.00 - 12.70 *
PRO E.T. (PRO)	.5 FULL	9.50 - 13.80
SPORTSMAN	.5 FULL	12.00 & SLOWER
HIGH SCHOOL (HS)	.5 FULL	11.50 & SLOWER
JR DRAGSTER Trainees **	.5 FULL	20.00 & SLOWER***
JR DRAGSTER Youth 6-7 **	.5 FULL	13.90 & SLOWER***
JR DRAGSTER Novice 8-9 **	.5 FULL	11.90 & SLOWER***
JR DRAGSTER Intermediate 10-12	.5 FULL	8.90 & SLOWER***
JR DRAGSTER Advanced 13-18	.5 FULL	7.90 & SLOWER***

\* Compulink Cross Talk

\*\* No Auto Start in Youth and Novice JR Dragster

\*\*\* All JR DRAGSTER classes run on 1/8-mile timing.

## **PMP FACILITY**

### **Track PA system / FM Station**

PMP broadcasts over the PA/speaker system and the radio on FM 89.1. If you are in an area where the PA is difficult to hear, we strongly recommend you keep your radio on this station to hear important announcements and your call to the lanes.

### **Tech Card**

ET Point Races: purchase your tech card at Front Gate. Special Events: TBD prior to event. Once you have purchased a tech card, all vehicles need to be race-ready upon entering facility. This is subject to change.

### **Technical Inspection at Tech Building**

After filling out each tech card **completely**, proceed with your race vehicle including all safety gear to the Tech Shack located on the North-East side of the staging lanes. Please, **DO NOT** come to tech until your tech card is filled out completely. A tech inspector will check your vehicle, give you a wristband and put your number on your vehicle. (Window Chalk is for sale at the Tech Building). Vehicle numbering must be a minimum of 6 inches tall – and visible to the tower personnel. Preferably white window chalk, or permanent stickers. Please refer to Racer Information: Competition Number page 4.

### **Reserved Pit Area**

Please respect the reserved pit spaces. No reserved pit spaces in the Friday Night Drag program. If parking in a pit space becomes a problem, please see the Management at the Tech Shack for assistance. Please assist the track and fellow racers by allowing as many racers as possible to park in the pit area and open pit spaces. Please read all racer information given at the front gate before proceeding to tech inspection. Spaces may be saved by the track for special programs. Do not park/pit in a handicap area, unless proper placards are displayed.

Reserved pit space availability can be reviewed and purchased at the Tower at a cost of \$50 per year. Parking preferences are **ONLY** given to those that were registered the year prior 2018. Otherwise, they are to be reserved on a first come- first serve basis.

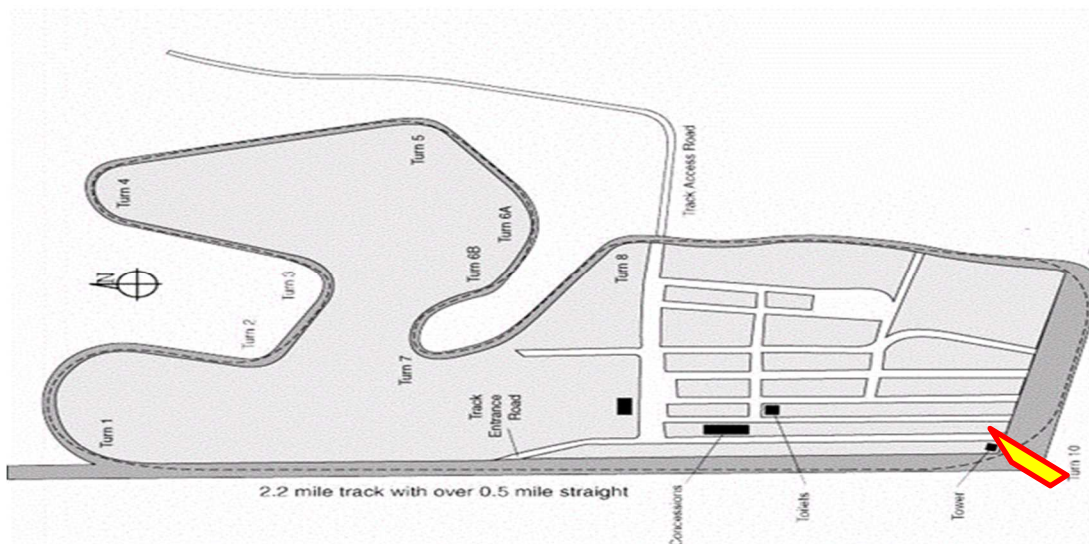
### Restricted Area

The following areas are defined as restricted areas that require the waiver of liability form signed and designated wristband worn for all **Drivers and Pit Crew Only** to have access to the following:

- The area past the yellow line at head of staging lanes but behind the starting line (front of car)
- The burnout and areas in front of the barriers
- The dragstrip and shutdown area only in case of breakdown and after clearance by Fire Safety Crew
- The return road to point of entry to pits

### Staging Lanes

Listen to the P.A. System for your call to the lanes. Come to the lanes when your class and assigned lane is called. Staging lane assignments will be posted in the Tech Shack. When your lane or class is next, be ready to race--your helmet on, your seat belt fastened properly and all windows up. Once you have entered the staging lanes, do not switch lanes and stay with your vehicle. During eliminations, dial-in must be on the vehicle and cannot be changed once you pass the top of the staging lane yellow line at the top of staging lane.



### Yellow Line

Wait behind the yellow line until instructed by Official and then proceed to the Water Box. During Junior Dragster eliminations, dial-in must be on the vehicle and cannot be changed after you pass the yellow line prior to entering the water box.

### Water Box

Cars will be guided in this area by an Official. Start burnout only when starting line / water box staff instructs you to do so. Burnout to be done only on concrete box, not on asphalt. This is where the clock operator reads your number and dial-in from the control room. **Number and dial-in must be located on the right side of the windshield and passenger side window.**

### Finish Line

Drive past the finish line, **LEAVE YOUR VEHICLE IN GEAR** and slow down to approach either the first or second return road. Turn right at either return road at the end of the track. Get off the track quickly. Be careful when turning right at the end of the track to allow for safe exiting and to avoid collision. Be alert when exiting the racing surface in the event your competitor experiences a problem and needs to proceed straight into the sand trap. Do not cut off your opponent when exiting the track. When exiting the track, the right lane driver has the right of way. Do not unbuckle or remove safety gear until you reach the ET booth.

### Scoreboard Return Road

Only to be used by Junior Dragsters or broken vehicles.

### End of Track

If you are experiencing problems stopping the vehicle, **GO STRAIGHT INTO THE SAND TRAP**. Never attempt to turn while traveling at high speed.

### Return Road

15 MPH or less and follow posted road signs. **NO** burnouts. Violators will be penalized which may lead to disqualification. The Race Master will determine the appropriate disciplinary measure necessary for blatant repeat offenders. **Use extreme caution at all times!**

### Closing Time

We ask all racers to be off the complex one hour after races are over. If there is a race following, the racer This gives racers ample time to receive trophies, load trailers, clean up pit area, etc. Race master holds all rights and rulings for enforcement of penalties.

### Animals

Animals must be kept on a leash at all times. Leashes cannot exceed 6 feet. You must clean up after the pets in your pit area. Bring your pet at your own risk and owner will be responsible for all animal's actions. Be aware our track has frequent slithery and predatory visitors!

## RACER INFO

Release and Waiver of Liability Agreement Form Must be signed by all drivers, participants and crew. Crew members will receive a wristband and **ONLY** those with crew wristbands will be allowed to enter the restricted area of the starting line. A different colored wristband will be issued to drivers and only those with that band will be allowed to drive. Racers will be allowed to have a maximum of three (3) crew members that receive a pit wristband. **Tampering with or transfer of wristbands = disqualification.**

### Minor Racer Waiver

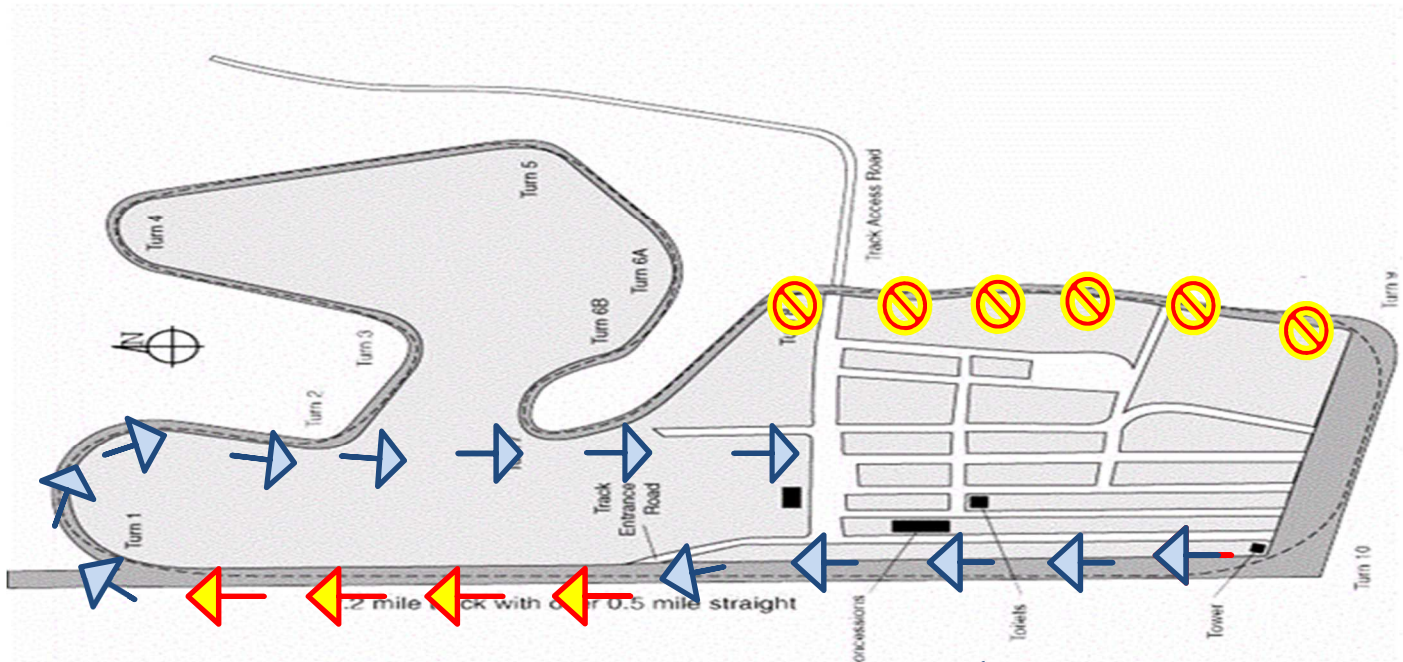
**Racers 5 & 17 years of age** must have a current **2019** signed Minor Release/ Waiver of Liability Form signed by **BOTH** parents or legal guardians (forms available at track) as well as a valid driver's license or NHRA license. In the case of a single parent (by means of divorce, death, or court order) or legal guardian (by court order), a court document showing sole custody must be provided and a written notation must be made on the Minor Release Form.

### Competition Number

All competitors must have a competition number on the race vehicle in order to participate. Only an NHRA Competition Number or Pueblo Motorsports Park Number will be accepted. You may purchase a Pueblo Motorsports Park Number from the Tech Shack at a cost of \$5 per year. You must renew your number annually. Your **Competition Number** needs to be 6" high, 1-1/2" wide, with class designation 3" high, 1" wide. Number needs to be located on the race vehicle. Numbers and letters must be white. Permanent stick-on numbers are recommended on the right side of the windshield and passenger side window. Motorcycles and dragsters must either have a highly identifiable number on the vehicle or on a number plate. **Tech Inspectors MUST write numbers on the windows of vehicles.**

### Warm Up Procedures

It is mandatory that a driver be seated in the car in the normal driving position any time the engine is running, unless coupler or driveline is removed from the vehicle. The practice of trans brake testing, converter stalls, line lock testing, and/or transmission warming is prohibited in all classes, in all areas including the access road to the Tech Shack except in starting line approach areas beyond staging, or unless vehicle is on jack stands. **Non-compliance is grounds for disqualification.**



Warm-Up lane begins at the tower and parades down bypass road slowly and onto dragstrip past scoreboards where an official will guide the cars into a lane and allow acceleration to first corner. This warmup period will be allowed only prior to Time Trials and drivers meeting, and only when the staff is in place down-track. 2019 is the first year for this area. Please follow directions and respect others so we can continue to offer this warm-up procedure for all. The back road is no longer to be used as a warm-up area as it is too dangerous.

### Lane Choice

Determined by the flip of a coin when racers cannot agree in ladder rounds. If not in ladder rounds, vehicles will be pulled from the longest line back to fill both lanes. In the event of a 3-car semi-final or final, the lane choice will be determined again by the flip of the coin when racers cannot agree.

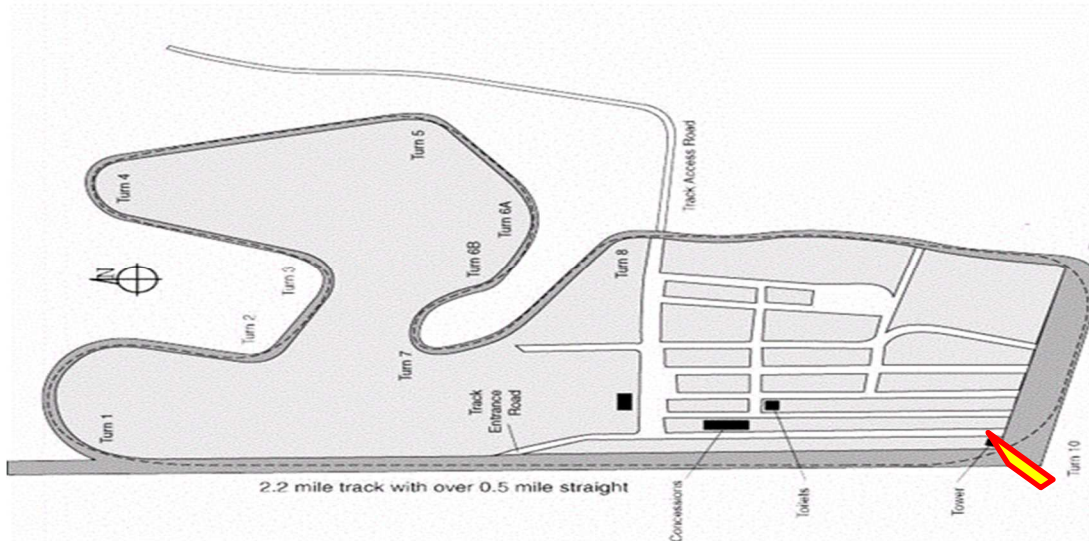
### Dial-In

Dial-in must be located on the right side of the windshield and passenger side window. Your dial-in can be changed after each round. **Do not stage your vehicle until you check the dial-in boxes** and scoreboard for your correct dial-in and Crosstalk. If you stage on an incorrect dial-in or Cross Talk, you accept the error, and the race will not be re-run. By staging, you indicate your dial-in is correct and backing out after both vehicles are staged is not allowed. **IF YOU STAGE ON AN INCORRECT DIAL-IN / CROSSTALK, YOU ACCEPT IT.** Dial-in boxes are located between the burnout box and starting line can be viewed to assure your dial-in is correct before approaching the starting line.

Cross Talk OFF (N) is indicated by a **minus sign** on the scoreboard in front of the dial-in. Once a pair of cars cross the top of the staging lane yellow line in front of the staging lanes (See picture below), they can NO longer change the dial-in on their vehicle, unless the normal flow of racing is halted for more than 15 minutes due to rain, track clean up or an incident. **The Race Master will communicate with the affected competitors that their dial-in may be changed.** No dial-in changes unless Race Master has communicated permission. Competitor may be subject to disqualification if dial-in changes are made without Race Master permission. If there happens to be a re-run, dial-ins may be changed between runs.

### TruStart

Quick example: The slower car is dialed a 10.00 and the faster car dials an 8.00. The 10.00 car leaves first but with a red light of -.005 while the 8.00 (faster) car also red-lights but with a worst red of -.015. The 10.00 car loses because he was the first to red-light. The -.005 red driver loses to the -.015 red driver even though the -.005 red driver was closer to the target reaction time. Simply put; in a handicapped race where both drivers go red, TruStart gives the win to the racer who red lights by the lesser amount. The worst red-light loses, period, regardless of if a driver leaves first or last.



### Time Trial

Keep your wristband accessible on your left arm as you will need to present it to the staging lane officials before each run. Each class and group will receive open time trials each day of competition during a specified period of time. Time period for time trials will be communicated on race day by the Race Master with considerations for weather, incidents, etc.

### Burnouts

Burnouts are allowed in burnout area only, forward motion only. Only cars without front brakes or authorized cars are permitted to cross the starting line after burnout. As vehicles back up to the starting line area, vehicles must be at a minimal speed (especially those drivers who do not have the benefit of a crew member to assist them). If a contestant's car should break and cannot backup 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 during a burnout is not a disqualification. No person is permitted to hold or touch cars during burnouts.

**Street tires are not allowed in the burn-out box area.**

### Pre-Stage

Move forward until the top small yellow light (pre-stage) on the "Christmas Tree" is lit. During eliminations check dial-in on dial-in box and scoreboard **before** staging. If there is an error with your dial-in, this is your final time to alert an official.

### Staging

Slowly move your vehicle forward until the second small yellow staging light on the Christmas Tree is lit and prepare for the three amber lights to count down to the green light. A Pro Start is when all three amber lights come on at one time and then go to the green light. On a Full Tree, the countdown between lights is 5-tenths of a second while on a Pro Tree, the countdown is 4-tenths of a second. Courtesy staging (allowing your competitor to pre-stage, prior to your staging) is in effect in all Pro Tree classes.

Once vehicles are in the staging lanes for a run, it is considered a pair and must be prepared to fire and race. If a competitor breaks after this point, they will have **one minute** to stage the car before his competition will receive a competition bye (or Broke-Bye). If a competitor loses fire after the burnout, they will have approximately **30 seconds** to re-fire 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.

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 within a time frame determined by the Race Master or other means of decision may be considered (i.e., reaction time).

### **Starter's Authority**

The official starter has the final starting line control of each race as it is being conducted. After proper staging and receiving the starter signal to go, it is not permitted to restage for a second attempt. Failure to stage upon the starters instructions is grounds for disqualification. Any driver leaving the starting line before the start system is activated or is instructed by the official starter will have his/her time voided from the run. If both vehicles leave the starting line before the system is activated, then TruStart will determine the winner/loser of the race. A racer will have 10 seconds to pre-stage after the opponent has pre-staged, if not, it is grounds for disqualification at the discretion of the starter.

### **Race Time**

**If your vehicle has problems during your run, pull to the outside of your lane and stop, but remain on asphalt. If you "red light", *DO NOT* slow down and take your frustrations out on the next racers waiting to race. Violation can result in loss of racing privileges.**

### **Time Slip**

Pick up at the first building (ET Shack), or designated location.

### **Disqualification**

Should a driver receive a "red-light" foul start and the opposing driver should cross the lane boundary line, the latter infraction would prevail and the driver committing the foul start would be reinstated. In determining lane boundary crossing violations, it is considered a disqualification when any portion of a tire completely crosses the painted line surface. In cases where both opponents cross the centerline or outside line, both drivers will be disqualified. Anytime it has been judged that excessive braking has resulted in loss of control that results in contact with the guardrail and/or light fixtures or crossing the center boundary lines, the contestant will be disqualified. Contact with guardrail, barriers, or any other track fixture (rubber cones, when used, are considered visual aids not fixtures) is grounds for disqualification and/or other actions. Intentional crossing of boundary lines to leave the track or avoid depositing debris on the track is not grounds for disqualification.

### **Eliminations**

Go to your assigned lanes when called by the P.A. System. Only winners or buybacks return when called. All Eliminations are run on a "round-robin" basis after third round, which means winning racers must return immediately to the tech lanes to be ladderred or directly to staging for the next round of competition. **If your class is in the staging lanes and ready to race, competition will start. If you are entered in two classes at the same time, you will have 15 minutes after your last run to return back into the other competing race.**

### **Elimination Round – Bye Criteria**

First round elimination bye is determined by the Race Master at the Driver's Meeting. Racers will be eligible for only one bye in a race. If all remaining racers have received a bye, the criteria to select the next bye will be the best reaction time in the previous round of eliminations. The only exception is a ladderred race where a racer may have received a randomly selected bye in first round and the ladder determined an additional bye.

### **Buybacks**

The 1st round losers may buy back into competition in the ET Series Category and Gambler Category on Weekend events. Buy backs will be purchased in the tower after the class is in the staging lanes before the next round. **Any participant that makes a pass (accepts the tree) without having purchased the buyback run, will be disqualified immediately from the event and have 25 points deducted from season points**

No shows in first round will be eligible for buybacks. All buybacks will compete in their same designated class and will accrue ½ the normal points upon winning rounds, when applicable. The 2<sup>ND</sup> round buyback competitors will race buybacks and winners will race winners. Buybacks will be paired up in the front of the lanes by equaling the buyback lanes. If there is an odd number of buybacks the winner with the worst reaction time in the 1<sup>st</sup> round will be paired up to race the odd number loser.

### **Entering Multiple Classes in One Day**

A competitor may enter into two offered classes per day. It will be the racers responsibility to return back to the staging lanes if one of the classes has been called to the lanes and is in the staging lanes. **If you are entered in two classes at the same time, you will have 15 minutes after your last run to return back into the other competing race, if the second class has been called to the staging lanes for the next round of eliminations.**

### **Re-Runs**

In the event of a re-run the racers must return back within 15 minutes of their previous race. The racer may change lanes and dial-ins. Lanes can only be changed if both racers agree.

### **Substitute Car / Driver**

Each car and driver will be inspected as a team and neither can be substituted without going through tech first for **re- inspection**. If either the car or the driver is substituted and not re-inspected, both will be expelled from competition. **Driver substitutions cannot be made once eliminations have started.**

### **Passenger**

One passenger is allowed in 14.00 second or slower vehicles **during time trials only** and is required to have a seat belt and must sign release and waiver form at the Tech Shack. Passenger riding in car must be a minimum of 16 years of age. All passengers 16 or 17 years of age must have a signed parental release form.

### **Tow Vehicles**

Must have a competition number and dial-in displayed on the right side of the windshield and passenger side window. Tow vehicles are only allowed in Super Pro.

### **Motorized Vehicle Policy (Auxiliary Pit Vehicles)**

As dictated by our insurance carrier and the National Hot Rod Association (NHRA) for 2019, Pueblo Motorsports Park requires that ALL PIT and other unlicensed or off-road vehicles have a season sticker prominently displayed on the vehicle and a registration agreement on file with the Pueblo Motorsports Park offices. In consideration for being permitted to utilize and operate a motorized pit vehicle on the Pueblo Motorsports Park premises at any 2019 NHRA season event or activity, the vehicle owner and/or competition entrant shall complete the 2019 Pueblo Motorsports Park Pit Vehicle Registration and Agreement. PIT Vehicle forms can be purchased at the registration day, or anytime throughout the year in the Tower at the cost of \$50 to include insurance, \$10 if own insurance is provided.

**Drivers' of all motorized PIT vehicles must be sixteen (16) years of age and carry a valid driver's license.** Any misuse of a pit vehicle will result in the racer losing their racing privileges for the day. A second offense will result in the loss of racing privileges for the remainder of the season. A racer refusing to register their vehicle will be asked to put it away and if found still utilizing it will lose their racing privileges for the day.

All PIT Vehicles **must have taillights after dark.** Pueblo Motorsports Park reserves the right to confiscate PIT transportation of any violators. **NO skateboards, roller blades,** and no children under 16 years of age on bicycles. All PIT Vehicles **MUST** drive on the appropriate side of the road. Dusk and nighttime bring added concern for safety. Please be careful and respectful. You can register the PIT vehicle with NHRA in the tower at \$10/yr. per vehicle.

### Crew Members

Must sign a Release & Waiver of Liability and must wear a crew wristband to enter the restricted area (begins west at the front of the staging lanes). Once the vehicle is staged, **crew members must stand away from the vehicle**. All 14 to 17-year-old crew members need a signed minor Release Waiver of Liability Form by both parents and/or a legal guardian. **Children under 14 years of age must remain INSIDE tow vehicle when in the restricted area**. (Riders in the bed of pick-up trucks must be at least 14 years old, waived, and be sitting down, inside the confines of the vehicle, with the tailgate closed.) A PIT bike, 4-wheeler, or golf cart is not considered a tow vehicle. **All pit vehicles MUST have the racer's number visible and be registered at the track.**

### Crew Member Vehicles

Are allowed in the pit area of the racer they are assisting, only. Crew member vehicles are encouraged to park in spectator parking lots. **Vehicles parked in another racer's pit area or blocking access to racer pit area or Pueblo Motorsports Park facilities will be towed off the premise at owner's expense.**

### Compulink Cross Talk Tree (CCT)

If your class has a Cross Talk tree, **the top bulb on the starting tree will flash on in both lanes at the same time**, then continue down in the slower vehicles lanes. The bulb will remain on for the quicker vehicles, then count down, as normal. **If you DO NOT wish to have the tree Cross Talk to your lane when you are the quicker vehicle, place an "N" behind your DIAL-IN to deactivate. It is the driver's responsibility to watch for the "-" (minus sign) in front of the dial-in on the scoreboard indicating CCT is OFF. No re-runs, as the final responsibility is that of the racer to check the scoreboard for your CCT request.** CCT Applies only to *Super Pro*.

### Trophies/Winnings

Trophies will be handed out at the Tower. **All monetary winnings will be mailed on Monday following the event, but we reserve the right to offer them before the night is complete.** We will send W9 forms to those winning \$600 or more per year. Reporting amounts below \$600 is the responsibility of the racer.

**[www.irs.gov/uac/about-form-1099misc](http://www.irs.gov/uac/about-form-1099misc)**

### Bad Weather

The Race master will make the final decision on switching to 1/8 mile due to high winds or other weather-related issues.

### Class Pairings

All classes will have random pairings first round. Race Master has the right to pull bye runs and mix up the classes on a random draw system as needed. The use of a deck of cards, poker chips, or dice to set pairings first round is solely up to the Race Master.

## POINTS SERIES INFO AND FEES

The cost to become a Register Racer in 2019 is \$50.00.

*Benefits of becoming a Pueblo Motorsports Park Registered Racer include:*

- Earn points towards Pueblo Motorsports Park season championship
- Potential to earn a team spot on the Pueblo Motorsports Park Division 5 Summit E.T. Racing Series.
- Will be eligible for a Gold Card in 2019. One Gold card per class will be issued in the classes of Sportsman, Pro, Super Pro, Youth Jr Dragster, Novice Jr Dragster, Intermediate Jr Dragster and Advanced Jr Dragster & King of the Track
- Will be eligible for the Class Winner Trophy/Jacket for each class at the end of the season

**Registered Racer/Substitute Driver (Team Driver)**

Must register as a team at the original time of registration. To add a "B" driver the cost is \$25 for backup driver registration for that class. A "C" driver may also be added and allowed to participate in one event annually at a cost of \$20. Only one driver allowed per event. Team drivers must be designated on the tech card *and* the vehicle as either the "A", "B" or "C" driver. "A" driver will be listed on result/points. "B" and "C" Driver should have "B" or "C" circled behind competition number. Number is paired with the VEHICLE and DRIVER.

Changes in either must be brought to the attention of Tech.

Backup drivers will **NOT** be allowed to compete in the Division 5 finals, unless the team is not filled. Backup drivers are not required to participate in the "A" race vehicle.

Backup drivers will **NOT** be allowed to race for King of Track

Backup drivers will **NOT** be allowed to race for Member Track Madness

**NHRA Competition Number and Membership**

NHRA Competition Number and Membership Is required to compete in the NHRA/Summit E.T. Racing Series Finals. Forms are available on the web at [www.nhra.com](http://www.nhra.com). We recommend an NHRA competition number and membership for all racers.

**NHRA Competition License**

Required for all competitors with vehicles running **9.99 or quicker or over 135 mph**. Forms are available on the web at [www.nhra.com](http://www.nhra.com). Please bring your prefilled form with you when licensing. Friday night street cars running 9.99 or 135 mph or faster need all safety equipment and a licensed chassis certification.

**Points**

Are awarded to Registered Racers Only for the Summit E.T. Series, High School Scholarship Series, and the Jr Dragster Series. The point's structure can be found in the 2019 NHRA rulebook on 3.3. E.T. Points Series Drivers will keep their best 10 of the 12 races (which includes JR. Dragster), and the best 8 out of 10 for High School Scholarship racers.

Actual Field Size	1st Rd Loser	2nd Rd Loser	3rd Rd Loser	4th Rd Loser	5th Rd Loser	6th Rd Loser	7th Rd Loser	Runner Up	Winner
4 or Less	33							64	85
5 to 8	32	43						64	85
9 to 16	31	42	53					64	85
17 to 32	30	41	52	63				74	95
33 to 55	30	40	51	62	73			84	105
55 +	30	40	50	61	72	83		94	105

**King of the Track Race**

The "King of the Track" Race of Champions will be run near the end of the season. All race event winners from Super Pro, Pro ET, Sportsman, and High School may participate in the Race of Champions. Back up drivers are **NOT** allowed to compete in the King of the Track.

**Tie Breaker**

Ties, should they exist at the end of the season for 1<sup>st</sup> place, will be determined by a run-off with one point going to the winner. Tie-breaking run offs will be attempted to be run-off on the same night of the last race. No-shows will forfeit the race. If there is a tie for 2<sup>nd</sup> through the final podium positions, we will award same place trophies and split any bonus money.

## Super Pro

Designated as "electronics permitted" E.T. handicapped classes. Computer, unless OEM stock, and Stutter boxes – PROHIBITED

Delay boxes, trans brake, line lock, automated shifter, shift timer, throttle stop, starting line and or "high side" rev limiters permitted. CompuLink Cross Talk Tree will be active, except for Trophy with Slicks class.

Any other attachment prohibited. Delay box may only display delay amount dialed in; analog or digital display permitted. Inspectors must be able to identify all direct wiring clearly

## Pro E.T.

Designated as "electronic prohibited" E.T. handicapped classes.

Permitted are Original Equipment Manufacturer (OEM) electronics, tachometer, automated shifter, two step rev-limiter, trans brake and dual line-locks. Prohibited are throttle timers and any aftermarket electronics (i.e. delay boxes, counters, timers, etc.). See [www.NHRA.com](http://www.NHRA.com) for a list of accepted transmission brake buttons. Data recorders are permitted.

*See the 2019 NHRA Rulebook General Rules Regulation Section 8:2 (Section 21, pg. 35). For further details. Any system that does not fit the description in General Regulations 8:2 is prohibited and must be corrected before the vehicle will be passed at technical inspection. Further discovery of delay device, adjustable or nonadjustable, or other prohibited electronic device at any time following technical inspection will be grounds for immediate disqualification from the event, loss of points for the season, and/or loss of competition privileges at Pueblo Motorsports Park for six months from the time of infraction. The suspension can be appealed to the Board of Directors for review.*

## Sportsman Class

Designated as "electronic prohibited" E.T. handicapped classes. Permitted are Original Equipment Manufacturer (OEM) computer.

Data recorders, delay boxes, trans brakes, automated shifter (unless OEM), throttle stops, and stutter boxes PROHIBITED. Two-wheel line locks only are permitted. Single stage high side rev limiter permitted. Starting line rev limiter prohibited. Must not affect down track RPM in any way. Crank trigger is PROHIBITED unless OEM distributor less ignition. Slicks are permitted, and mufflers are optional.

SPORTSMAN .5 FULL 12.00 & SLOWER

All participants **MUST** have the following to race in this class

License Plate, Current Registration & Insurance

Street Tires

Mufflers

Full Stock Interior

Working Head Lights (both)

Working Break Lights (both)

Working Tail Lights (both)

Windshield Wipers

Car must be able to be **DRIVEN** to the track

## Time-Only's

Time-Only's will be allowed at all events. Time-Only's will have designated lanes that will be defined at the Tech Shack. Time-Only's can run during time trials with respective class.

## Licensing

May be completed at all events. Please plan to start the licensing runs early. Most license passes require 6 passes and may take the whole day. No guarantees on the number of passes per day. Please have ALL information filled out and bring it to the Tower prior to making any of your runs. The car must have "LIC" on the right front windshield as well as the back-passenger window at least 6 inches high.

## Jr. Drag Racing Series

Racers age 6-18 years competing in the Jr. Drag Racing Series will have eight events to race for points (see Schedule for dates). Racers must be registered to earn points. Points will be accumulated for each racer in one of four classes:

<b>Trainee</b>	Ages 5-6	20.00 & slower ET limit
<b>Youth</b>	Ages 6-7	13.90 & slower ET limit
<b>Novice</b>	Ages 8-9	11.90 & slower ET limit
<b>Intermediate</b>	Ages 10-12	8.90 & slower ET limit
<b>Advanced</b>	Ages 13-18	7.90 & slower ET limit

- Driver must be the minimum age for the Age Group class. Likewise, a driver can compete in a lower Age Group class if his or her birthday falls after Jan. 1 of the current year. If the racers age changes during the race season, the racer may: 1) race in the class that they began the season, 2) race in the older age class all season and may only run as quick as their age allows, or 3) change classes after their birthday. Class changes will not allow a racer to move points to the new class.
- All classes are handicapped, 0.500 full tree, dial-your-own eliminations. Breakout rules apply. Non-compliance of rules will follow the consequences per the 2019 NHRA Jr. Drag Racing League Rulebook
- Registered Racers may qualify to compete at the 2019 NHRA Jr. Drag Racing League Western Conference Finals
- One "pull Back" per run allowed in the Youth and Novice Classes
- Class is qualified by reaction time in time trials and ladder for round one. Sportsman ladder.
- Trophies to Winner, Runner-Up, & Semi-Finalists.
- ALL Classes will run separate for points & trophies.
- All Tech Cards include Driver entry

**Points races: May 11-12, June 1-2, June 29-30, July 13-14, August 17-18**

## Junior Street

Racers age 13-16 years in full-bodied street vehicles with an Adult Co-Driver as their teammate and compete in the same dates as High School Point Series. Detailed Information available at <https://www.nhra.com/jr-street>. Forms are available in the tower and must be completed in original colored format.

Competitors in the NHRA Jr. Street program will go through an orientation/licensing procedure on an eighth-mile dragstrip in their vehicles, that meets NHRA program requirements. Approved vehicles must be registered, insured, street-legal vehicles with mufflers and street tires and limited to 9 seconds and slower. **Race Dates: May 31st \* June 7<sup>th</sup>, 21<sup>st</sup>, 28<sup>th</sup> \* July 5<sup>th</sup>, 12<sup>th</sup>, 26<sup>th</sup>, \* Aug 2<sup>nd</sup>, 9<sup>th</sup>, 16<sup>th</sup>**

## High School Scholarship Program

### \$1500.00 Friday Night High School Scholarship Program

Racers 16 and 17 years of age must have a signed 2019 Minor Release and Waiver of Liability Agreement Form by both parents and legal guardians. All participants must have a valid driver's license (no temp/restricted licenses allowed) or NHRA license. Both High School and College attending students will be allowed to participate. Open to full bodied cars, 11.50 seconds & slower. (Full bodied cars have full fenders, hood, grille, top, windshield and functional doors.) Open or closed exhaust allowed. Drag slicks allowed with driveline loop (13.99 seconds & quicker).

Trophies awarded for Winner and Runner-up. Top Competitor in points at the end of the season will be eligible for the scholarship. **If less than 15 racers participate in this program on average the scholarship amount may be decreased.** However, more places may be paid as sponsorships are brought to the track.

**1<sup>st</sup> Place \$1000.00 \* 2<sup>nd</sup> Place \$500.00 \* 3<sup>rd</sup> Place TBD** by racer count & potential sponsorship/s awarded.

*Management reserves the right to make necessary adaptations depending on the number of participants.*

**The amounts and the number of places to win depend on additional sponsorship for the High School Program.** The top four High School Competitors in School points are eligible to represent Pueblo Motorsports Park at the Summit E.T. Racing Series Finals.

Permitted are Original Equipment Manufacturer (OEM) computer. No rev-limiter unless it is Original Equipment Manufacturer (OEM) Two-wheel line-lock only.

**The High Scholarship program will consist of the following 10 Friday Night Races.**

**May 31st \* June 7<sup>th</sup>, 21<sup>st</sup>, 28<sup>th</sup> \* July 5<sup>th</sup>, 12<sup>th</sup>, 26<sup>th</sup>, \* Aug 2<sup>nd</sup>, 9<sup>th</sup>, 16<sup>th</sup>**

If weather or other situation occurs that interferes with the number of races, the outcome will be determined by the completed races.

*The Scholarship is held in a trust and paid directly to the college of choice as proof of enrollment is provided to the trust manager. There is no-cash out value.*

## **GOLD Card Privileges and Rules**

Pueblo Motorsports Park Gold Cards are valid for **ONE** race participant.

Pueblo Motorsports Park Gold Cards are **non-transferable**.

**PMP Gold Cards won by 2018 racers will receive a complimentary Tech Card good for one vehicle/driver in the class/event the Gold Card was won in the 2018 season.**

If a racer wants to use Gold Card for a different class, the racer must pay the difference in price. These Gold Cards are not allowed for Jackpots, high dollar bracket races or test and tune. For High School racers, these cards are **ONLY VALID** on the following Friday night points races listed above to include makeup races for this event.

### **2019 Pricing**

<u><b>Series</b></u>	<u><b>RACER</b></u>	<u><b>Crew</b></u>	<u><b>Spectator</b></u>	
			<u><b>12 &amp; up</b></u>	<u><b>Under 12</b></u>
Friday Night H. S.	\$35	\$10	\$10	\$0
Friday Night JR Street	\$35	\$10	\$10	\$0
Friday Night Time Only	\$30	\$10	\$10	\$0
Friday Night JRDL T/O	\$30	\$10	\$10	\$0
Friday Night Motorcycle	\$35	\$10	\$10	\$0
Friday Night Box & No-Box	\$45	\$10	\$10	\$0
Friday Night Special Event	TBD	TBD	TBD	TBD
<u><b>ET Series (Sat/Sun)</b></u>				
Super Pro	\$65	\$10	\$10	\$0
PRO	\$65	\$10	\$10	\$0
Sportsman	\$50	\$10	\$10	\$0
Jr Street	\$45	\$10	\$10	\$0
Motorcycle	\$45	\$10	\$10	\$0
Time Only	\$45	\$10	\$10	\$0
JDRL	\$45	\$10	\$10	\$0
Special Events	TBD	TBD	TBD	TBD
<b>TRACK MAINTENANCE FEE: The Track Fees are in addition to the Tech Cards.</b>		<b>\$5</b>		

**Track Fee will be assessed for each vehicle per event.** The track fee is per agreement between RCSC and the City of Pueblo to maintain and improve the Motorsports Park Raceway.

## **RAIN OUT POLICY**

### **Race Event: Participant**

- NO REFUNDS
- If rain or other occurrence halts racing ANY time a makeup or completion of race may be scheduled.
- OR-
- If rain or other occurrence halts racing ANY time before the completion of the first round of eliminations for your class, racers will receive 50% credit of entry fee and there will be no payout.
- If rain or other occurrence halts racing after the first round of eliminations 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. In trophy-only classes, trophies will be divided if racing ends in a trophy round.
- 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 class's round had not started.
- At specialty events, if over 50% of the days activities are completed, the event will be considered completed and no credit will be given.
- If rain or other occurrence happens the race may be rescheduled for completion.

### **Race Event: Spectator**

#### **NO REFUNDS**

- If weather or other occurrence halts races prior to the completion of first round of eliminations, purchased tickets may be redeemed for an amount up to their purchase value up to one year after date of purchase.
- If weather or other occurrence halts races after the completion of first round of eliminations, the race will be considered complete and tickets are not valid.
- At specialty events, if over 50% of the day's activities are completed, the event will be considered completed and no credit will be given.

### **Test Event: Participant**

#### **NO REFUNDS**

If rain or other occurrence halts racing after a racer has had 2 time runs or has been in the facility for more than 2 hours, the event would be determined complete for that racer and no credit will be given. If a racer has not had 2 runs or has not been in the facility for 2 hours, a 50% credit will be given to be used for up to one year from date of issue toward the purchase of a ticket.

### **Test Event: Spectator**

#### **NO REFUNDS**

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 of Drag Racing and are in no way a guarantee against injury or death to a participant, spectator or official.

The Race Master 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.

**Pueblo Motorsports Park**  
**2019 Racer Handbook Understanding**

I \_\_\_\_\_, have read and understand the 2019 Pueblo Motorsports Park Racer Handbook. I will follow all rules and guidelines as described within the handbook.

Printed Name: \_\_\_\_\_

Signature: \_\_\_\_\_

Car number: \_\_\_\_\_

Date: \_\_\_\_\_