



RULES, POLICIES & PROCEDURES



Top E T: 8.0 & faster Dragsters, Altered, Roadsters & Door Cars. Delay boxes are Permitted. (More info. under G :)
Mod/No Box: ALL RUN. Door Cars & Left Hand Steer Roadsters only. (Mod). No delay box. (More info. under G)
Street: 11.50 TO 16.0 (More info. under H)
Motorcycle: Run with Top or Mod.
JR Dragster: Will be running 1 class

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A. Tech Inspection & Tech Express

Tech Inspection: All vehicles are required to park in the pits, unload your vehicle and report to tech inspection with all safety equipment, clothing and accessories required to race. Please fill out your tech card completely and be prepared to show your IHRA license if your vehicle runs 9.99 or quicker. After passing inspection you may enter the lanes if the lanes are open for your class. If not, please return to the pits and wait for your class to be called to the lanes.

Tech Express: You are required to go through an initial inspection of your car/motorcycle on the first points race entered. So on your first race of the year just register your number in the tower before going to tech. You'll receive a number registration card and then you're set in the points. After you have passed this initial tech inspection, you do not need to bring your car/motorcycle through tech each week. All that is required is to bring your completely filled out tech card (with driver and crew signatures on back) to tech. The tech official will compare your car number, name and type of vehicle to your current number registration card. If all match, you will be issued a tech wrist band for that event. If driving any vehicle other than what was presented on the initial inspection, you must bring that vehicle to tech along with the tech card.

*****All drivers are subject to spot inspections at any time deemed necessary by a track official.**

B. Track Entry

1st Round Entries: Double entry is not permitted on any E.T. event (double entries are defined as two drivers being alive in eliminations in the same car or one driver with two entries in the same car). However, one driver is permitted to drive two different cars in the same class. Racers are also permitted to drive two different cars in two different classes.

***If a car has been eliminated in first round during any event regardless of purse, and a second driver (who has not run first round) wishes to enter it back into first round or re-entry; they may do so as this is not considered a double-entry (because it would still be only one driver active). The only requirement is that the driver techs and runs under a different car number than the original entry, and that it does not hold up the race.

C. Staging & Pairings

Staging Lanes & Pairings: Never block the entrance of staging with your race car, trailer or pit vehicle. Please stay with your car at all times while in the staging lanes. The staging lanes & pairing policy applies to all racing classes (Top, Mod / NO BOX, Street & Motorcycle). Once you have selected a lane to run in and have come to a complete stop in that lane, you cannot switch lanes or move in front of or behind a racer for any reason. A bye run will be pulled every round even if there is an even number of cars, this is to prevent cat and mouse games in the lanes. Once the bye run is pulled, cars will be paired side by side. If we run out of cars in one lane, then they will be run front to back with lane choice determined by coin toss. This pairing procedure will be used all the way up to, but not including the final. You are considered a pair once your front tires enter or pass the chains in the staging lanes. Inability to run once paired constitutes a broke bye. As you pull around to the pad make sure that you remain paired. It is impossible for the tower to determine who is paired until you enter the water. In the event that you reach the water box and are no longer paired correctly, do not start your burnout. Grab the attention of the water box personnel and tell them you are not paired correctly so that the issue can be resolved. If you stage, it is a race - there will be no re-runs for wrong pairings, even if both drivers agree.

Staging: When the first driver has fully staged and the second driver has pre-staged, the second driver has a set amount of time (see Auto-Start Settings for your class) to fully stage or he/she will result in a foul. In another situation, if a driver is ready to stage or has already staged and the second driver is having problems (i.e. no reverse, car shutting off, any starting line difficulty, or carburetor fire, etc.), the starter will put that car on a 20-second clock (push backs & assistance from crew are permitted if done within the 20-seconds). If the car still cannot stage after that time, the first driver will receive a solo run.

***Once you have staged your vehicle that is your signal 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, tires cold, 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. If you stage, you have agreed to every condition of the race and there will be no re-run, even if both drivers agree.

Deep Staging: Deep staging is completely done at your own risk. You should be fully deep-staged before your opponent is fully staged. You must write "DEEP" on the front windshield and both side windows. You and/or your crew must also alert the water box that you intend to deep stage so they can radio the message to the starter. 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 problems resulting from deep staging.**

D. Bye Runs & Burnouts

End of Round: The official end of a round is defined as once the final pair of cars (or the single bye run) starts their burnout. Any late entry that arrives at the head of staging prior to the start of the burnout of the final pair (or bye run) will be permitted to race. Any late entry that arrives once the burnouts have started will be turned away and eliminated.

Burnouts: Burnouts can be performed by any car. Cars with slicks must pull through the water box. Crew members are prohibited from holding onto a car while the car is performing a burnout. Only vehicles without front brakes (dragsters & altered) and Pro Cars are permitted to do a burnout across the starting line.

Bye Runs: Bye runs are determined by 1st best reaction - the bye run may not be declined. That car will pull out of the line and will receive the bye if there are an odd number of cars. Drivers can get only one bye per event unless all cars remaining have had a bye. Broke bye runs are awarded in the event that your opponent is unable to race. This occurs only after both cars cross the chains. If it occurs prior to pairing, which is in the lanes, no solo will be awarded. Broke byes are still eligible for regular bye runs. Any bye run car that chooses to take the tree and back off the starting line must still go to the end of the line in the staging lane they choose.

Round Robin: For most races, you will return to the pits after the first and second rounds of eliminations and wait to be called back to the lanes. Please listen to the announcer for instructions and/or variations. If you miss your round, you will be disqualified.

Time Trials (Regular Events): On events when time is a factor and 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 to you, make sure you do not end up at the end of a session.

***In an effort to minimize the amount of time spent waiting in the lanes, time runs will be run in "class" sessions. Each class will be called to the lanes over the P.A. Only one time run is allowed per "class" session. The computer has been programmed to flag cars that attempt more than one run per session. You will not receive an R/T or elapsed time on the second run.

E. Driver & Pit Crew Conduct

Restricted Areas: Due to insurance regulations, access to certain areas of the facility is restricted. These areas include behind the burn-out box, the starting line, the track itself and the return road. All drivers and crew are required to sign a waiver in the presence of a tech official. At that time a wristband will be issued which must be put on the wrist in the presence of that track official. If you require a crew member on the starting line, they too must follow this procedure. Wristbands will be available in tech and in the tower. No one under the age of 16 years is permitted in any restricted area. Absolutely no one will be allowed in restricted areas without a wristband!

Children: Parents are cautioned to keep children under supervision in the immediate area of their pit space. The pit area is not an appropriate place for children and kids to roam unattended – so please keep them in your sight and out of harm's way. The pit area is teeming with all kinds of motorized and pedestrian traffic, and a driver's ability to see is greatly restricted by their hood scoops, helmets, shoulder harnesses, roll bars, window nets, etc... Allowing minor children into the pits is a privilege, not a right. Parents who let minor children roam the pits unattended will be asked to leave the pit area. Remember, you must have a driver's license to operate anything with wheels – this includes bicycles! Roller skates, skateboards and similar toys are not permitted whatsoever.

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

Pit Bikes: Golf Carts, motorized pit bikes, mini-bikes, and ATV's are ONLY permitted to be used for racer needs in the pit area and/or to tow race cars/motorcycles. They may also be used to assist in the mobility of handicapped persons . **There will be a \$20.00 registration fee**

ALL OPERATORS MUST HAVE A VALID STATE DRIVERS LICENSE AS WELL AS THEIR CAR NUMBER AND PIT VEHICLE PERMIT NUMBER PROMINENTLY DISPLAYED ON THE PIT BIKE!

"Joy riding" or unsafe operation anywhere on the premises by you or your crew members is grounds for immediate disqualification. Children are not permitted to operate pit vehicles of any kind! Absolutely no pit bikes are permitted off the asphalt by anyone – including the racers. These safety regulations are strongly enforced; as they are not just for the protection of your property and crew, but for the protection of others as well. **Failure to comply with these rules may result in your immediate disqualification!**

Speed Limit and/or Reckless Endangerment: The speed limit for all vehicles on the premises is 10 mph. Any vehicle judged to be operating in an unsafe manner by track officials is eligible to have their team disqualified for the day on the first offense with no refund. Repeat offenses may result in a permanent ban from the facility. Burnouts anywhere off of the starting line will not be tolerated in any way, and any driver caught doing so (even the first offense) is subject to immediate eviction from the property with a permanent ban from Capitol Raceway.

Two Vehicles: Tow vehicles are permitted on non-street car events. No tow vehicles are permitted to be on racetrack surface. All tow vehicles must travel down the return road to the bottom of the track. Do not turn at the first emergency opening of the racetrack for any reason. Proceed to the very end and only turn out when the track is clear. Both the race vehicle and the tow vehicle need to get off the track as quickly as possible. All crew members must be in the enclosed part of the vehicle and have daily armbands. Absolutely no one is allowed in the bed of a truck, standing on running boards, etc.

Alcohol Policy: No glass bottles are permitted anywhere on Capitol Raceway's property and absolutely no alcoholic beverages are allowed in any restricted area of the facility. This includes the staging lanes, starting line, track and return road.

***Any driver determined to be intoxicated or found in any restricted area with an alcoholic beverage in their possession is subject to immediate disqualification. Any driver (prior to competition or still in competition) who enters the tower with an alcoholic beverage may be disqualified on the spot. Any person found to be operating any vehicle while in possession of alcohol may be disqualified and/or ejected from the premises. Repeated offenses will result in a two-week suspension without points. As stated above, drivers are responsible for their crew members and if crew members have to be reminded repeatedly about this rule the driver may be disqualified. For both drivers and crew members, the definition of "repeatedly" is having to be told several times on any given day and/or having to be reminded on a weekly basis. It is to the advantage of the drivers to police themselves and their crew members. If you ask someone to leave a restricted area due to alcohol possession and they become belligerent, do not put yourself at risk. Please notify a security officer or track official.

F. Compulink Crosstalk & Autostart

Compulink Crosstalk: The Crosstalk program solves the problem of the open vs. shielded top bulb controversy. 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 "Box" classes in eliminations only. Footbrake classes would have a normal functioning tree.

***A driver (if he is the quickest of the pair) may cancel the Crosstalk function by including the letter "N" after the last digit of their dial-in. For example, a dial-in of 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. If there is no dash in front of your dial-in on the scoreboards, then the clock operator did not see the "N" after your dial or you have it placed elsewhere on your window. In this case, DO NOT STAGE! Simply get the starter's attention and point to the "N" on your window; he will call the tower by radio and have it corrected.

Compulink AutoStart: The AutoStart system is used at Capitol in all classes at all events, from Sportsman to Pro. This system starts the tree automatically when the Compulink senses two fully staged vehicles so the starter can concentrate more on the track and conditions of the race. Here's how it works:

when the system sees both cars pre-staged and one of the two cars fully 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 section on the capitolraceway.net website for the timer length in your particular class). If the second car does not enter the staging beams within the timer's parameters, a red light is activated for that car. This red light will not be negotiated under any circumstance! Remember, the system needs to see three lights before it starts the timer - two pre-stages and a stage. Don't try to burn down your opponent!

G. Dial-ins, Electronics & Protest Procedures

Dial-Ins: 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 tire, scoop or some other part of the car on the left side that is visible from the tower when you are in the water box. 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. Dial-ins must be displayed prior to entering the water box. Failure to follow these rules is grounds for disqualification. A driver cannot change their dial-in once they or their opponent has entered the water box. The only exception to this is after a track clean up or a long delay the pair in the water box may change their dial in by first notifying an official.

Dial-In Boards and Scoreboards: You have two opportunities to verify that you and your opponent are dialed-in correctly. First is on the dial-in boards, do not start your burnout until they are correct. Notify a track official to correct them. If a correction is required, your corrected dial-in cannot be displayed on the dial-in board, but will be displayed correctly on the scoreboards down track and the water box official will motion you to start your burnout. Secondly, you can verify your dial-ins on the scoreboards. Absolutely no re-runs for wrong dial-ins, even if both drivers agree.

Electronics: All Electronics are permitted in Top ET cars (8.0 or quicker). Electronics are permitted in Mod/No box Cars and Motorcycle **NO DELAY BOX - MUST BE REMOVED FROM CAR**

*****All drivers are subject to spot inspections at any time deemed necessary by a track official.**

***Ignition limiters and/or any ignition controls used to excessively slow the car down are prohibited. In other words, any ignition device that would act like a throttle stop to excessively slow the ET of a vehicle is considered an illegal device. If you are unsure whether or not you're set up is legal, please check with a tech official for confirmation.

***If a driver is caught using electronics (delay boxes) in a class that does not allow them during eliminations, then they will be disqualified immediately without refund. Additionally, if they are a point's member, they will lose all points for the season. Even if a driver is caught during time runs then they are subject to disqualification also. Delay boxes must be removed.

Protesting: If you see a delay box or anything illegal, bring it to our attention and we will investigate it without a protest charge. However you can officially protest another racer for a protest fee of \$200 for Super Pro & \$100 for all other classes. To do this bring the funds to the Event Director and state which driver and what specific device you are protesting and why. If the protested driver is still in competition, the protest will be kept confidential until that driver is out of competition. That driver will be taken directly from the E.T. shack and escorted to a restricted inspection area. All inspections will be under the direct supervision of the Event Director. If no illegal electronic device is found, and the car is found legal then the protest fee will go to the protested driver. If the driver is found illegal then the protest fee will be returned to protester and the illegal driver will be disqualified and will lose all season points.

Event Director Decisions: Every effort has been made by Capitol 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 Event Director will decide the outcome of the race.

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

H. Points Program

Summit Super Series – To enter, you must contact IHRA to register. Information on this program can be found at ihra.com.

Number Assignment - We will hold all registered numbers from the previous year's points program until the end of April, after which they are open for anyone to use.

Buy Backs – Will be called by Class to the appropriate lanes after the 1st round. **Points will be given for 1st round of buyback only. You will not earn points for 2nd round of buyback**

Points Awarded – Points members will receive 10 points a round, 5 for staging and 5 for winning. The winner in each class, if they are in the points program will receive an additional 10 points for winning there class. Buy Back cars/bikes will earn points the remainder of the race.

Points & Purse Policy for Curfew or Weather Shortened Events – An event is defined as "Completed" at the end of the Second round of each class (not including Buy Back). The purse will be divided between all active drivers still in competition. For example: If Top ET first round is complete and Modified is not the Top ET purse will be divided while the Modified class and all others will be considered cancelled due to weather or any other circumstances beyond our control. Points for the completed round will be awarded.

***If it is deemed necessary by the Event Director to switch from 1/4 mile to 1/8 mile for safety concerns or weather related issues, points will still be counted the same. If the purse is *not* split and a future run-off is scheduled, points will count then. No future run-off for points alone will be held.

Street Car rules – No Electronics – DOT Tires–Mufflers–You cannot run any other class that day - Tags n Insurance not required. Six Points races with a championship belt.