



2024 RACER'S HANDBOOK

Rev. 2/12/2024



Winterport Dragway Handbook Disclaimer

2024 Race Season

A message from Winterport Dragway Association:

Winterport Dragway is an unsanctioned independent drag strip. The rules outlined in this handbook are designed to help facilitate an orderly flow for race events and set forth minimum requirements for all participants. Winterport Dragway, although not sanctioned, we have incorporated portions of the current IHRA and/or NHRA rulebooks as guidelines. In the event of a conflict, Winterport Dragway Handbook is the prevailing data source. This book is intended as a guide for the conduct of the sport and with no expressed or implied warranty of safety.

All individuals who enter Winterport Dragway are the invitees of the management of the Winterport Dragway Association. It is the attendees' responsibility to familiarize themselves and comply with rules contained in this handbook. Failure to do may result in an individual's permission to currently occupy and/or attend future events being revoked at any time, at the discretion of the management.

It is the goal of the owners at Winterport Dragway to make this facility as racer friendly as we possibly can. If you have any constructive suggestions or comments, we would certainly like to hear them. The same is true of any complaints. As the saying goes, "we can't fix it if we don't know it's broken".

We truly want Winterport Dragway to be an enjoyable and fun place to race. All comments are welcome.

We at Winterport Dragway appreciate your patronage and look forward to sharing an exciting racing experience with you. The staff are here to help. Do not hesitate to ask questions if anything is unclear. Thank you again, and we wish you safe competition!

WDA Management

Any questions please contact:

Track Manager: Jeremy Gonyer

Track Phone: 223-3998 (race days only)

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Purpose of Handbook

This handbook is designed to familiarize the new racer and as a refresher for those who have participated previously at Winterport Dragway. All racers are responsible for knowing and understanding the contents of this handbook prior to racing at Winterport Dragway.

Racing Format

	Friday	Saturday	Sunday
Gates Open	Special Event Only	8:00 AM	8:00 AM
Tech Opens	Special Event Only	8:00 AM	8:00 AM
Time Trials	Special Event Only	9:00AM Gassah Guys Time Trials 1:00PM T&L Racing Gamblers Race Time Trials	9:00 AM
Eliminations	Special Event Only	1:00 PM – Gassah Guys 2:30 PM - T&L Racing Gamblers Race ** Gassah Guys Only Event August 4th Eliminations - 12:30PM	12:30 PM
Comments	See Event Information	8:00 AM - Car Show Registration 8AM - 11AM Car Show Awards	

General Track Information

GI1 - Camp-Outs: The track is available to those racers and Spectators who are traveling from far away and would like to come the night before or for those who just like to camp out. Call and set up an appointment so the gate can be unlocked and you can enter. The only requirements are that you have purchased a weekend camping pass or a season camping pass keep the noise level down, keep the gate secured at all times and no damage is done to the racing surface and facilities. If the rules are not obeyed, race day privileges can be revoked as well future racing events and camp outs.

*****Grey Water/Septic Tanks: The dumping of any tank is forbidden on the premises of Winterport Dragway and you will be liable for any cost of cleanup and fines***

GI2 - Children: All children are the responsibility of the parent/guardian. All children 10 years and under must be accompanied by an adult at all times. Bikes, big wheels, scooters, skateboards, roller blades/roller skates will be allowed if the child is accompanied by a parent/guardian. The items are not to be ridden while racing is taking place.

GI3 - Conduct: All visitors are expected to adhere to all track policies/rules as well as any announcements. Any individual behaving in a manner not conducive to the family oriented environment at Winterport Dragway will be asked to leave the premises and no refunds will be given. Any action or behavior deemed detrimental to Winterport Dragway Association by Winterport Dragway Association will result in disciplinary action and/or suspension. Drivers are responsible for the conduct of all of their crewmembers and any penalties resulting from their actions. Crewmembers are not allowed to touch the vehicle once it has entered the burnout area. The only exception is to back the car out of the burnout area in case of a break.

GI4 - Drug and Alcohol Policy: Absolutely no possession or use of illegal drugs or alcohol will be allowed during the course of a race event. If you are found to be in possession or under the influence it will result in an immediate disqualification from competition with a loss of points accumulated and eviction from the premises. Re-admittance to Winterport Dragway will be left up to the discretion of the track manager and the Winterport Dragway Association. After you have completed competition and during camp-out weekends (also after completion of that day's events) the consumption of alcohol is permitted, but we promote smart drinking and participants are still subject to the laws of the State of Maine.

GI5 - Hazardous Waste: Any racer or crewmember dumping such waste or failing to notify track personnel of a spill will be subject to penalties. The penalties include, but not limited to, eviction from the track (with no refund), loss of points accumulated up to and including the day of the race and liability for any clean-up or fines incurred by Winterport Dragway. Suspension will last as long as there is an outstanding bill for clean up and fines.

GI6 - Illegal Entry: Any individual caught attempting to illegally enter the track will be immediately evicted for that race and the remainder of the year. Wrist bands must be worn and be visible at all times. Failure to do so may result in removal from the facility.

GI7 - Interference: In the event of an accident, crew or family members, or other drivers, etc. may not interfere with the Track response crew. Additionally, third parties not directly involved in any competition related action, i.e. dispute, re-runs, etc., will not interfere with track official processing of said event. Interference of any sort will result in removal from the facility and/or suspension of permission to compete.

GI8 - Jack Stands: No work may be done under any vehicle supported only by a jack. The use of jack stands is mandatory in order to provide extra protection. Track officials will provide one reminder for any infraction. Subsequent violations, at the Track Manager's discretion, may result in removal from competition for the day.

GI9 - Pets: Winterport Dragway welcomes pets within our facility. It is your responsibility to keep control of your pet at all times while at Winterport Dragway. **It is mandatory that all pets be restrained on a leash at all times.** No pets are allowed in the staging lanes at any time. Failure to comply with these requests may result in disqualification or litigation if your pet harms another person at any Winterport Dragway event. Any personal or material damage caused by a pet is the sole responsibility of the pet's owner.

GI10 - Pit Vehicles: No one under the age of 16 years old will be permitted to operate any pit vehicle. All pit vehicles including but not limited to mini-bikes, golf carts, and 3 and 4 wheel cycles must be operated in a safe and responsible manner at all times. Liability for any injury or damage caused by a pit vehicle being operated on Winterport Dragway grounds is the sole responsibility of the owner of the vehicle, regardless of who was operating the vehicle at the time of the incident. Failure to stop when told to do by staff personnel will result in expulsion for the grounds for the remainder of the event.

GI11 - Point System: Entry fee must be paid before any points can be accumulated. All vehicles must stage and break the starting beam under its own power in order to receive the round win and the points. Ten points will be awarded for breaking the beams first round, along with 10 additional points to the round winner. Each subsequent round win is worth 10 points. In an effort to prevent any ties, additional points will be awarded as follows:

Winner: 3 points Runner-up: 2 points Semi-finalist: 1 point

Points will be posted every week at the track and on the Winterport Dragway internet page. Any discrepancies must be brought to the attention of the track manager within two weeks of the race in question.

At the end of the season there will be a championship awarded in each of the points classes. Each champion will be recognized at the banquet at the end of the year. In the event of a tie there will be a run-off to decide the exact placement. The run-off will take place at the end of the last points race. If a competitor is not present, the driver involved in the tie must stage their vehicle and make a single pass to earn the win. If neither racer is present and/or cannot stage their vehicle then the tie breaker will be decided by using the driver with the highest-ranking placements during points races.

GI12 - Public Address Announcements: Racers should listen or tune into the track radio station for important track announcements such as lane assignments, time trials for your class, track sponsors and other track happenings. For requests of unofficial announcements (part needs, Birthdays, etc...), the public address announcer in some cases will broadcast your message if time permits (this does not include announcing a racer's sponsors).

GI13 - Rainout Policy: No Refunds will be granted. Rain checks will be honored at any regularly scheduled event. Rain checks for Race Entry Fees will not be issued after the completion of round one of eliminations. Rain checks for Spectator Admission Fees will not be issued after the completion of round one of Time Trials. Rain checks for Tech Card Fees will not be issued after the vehicle breaks the beams.

GI14 - Refunds: All vehicles are considered race ready once they enter the track. **If a vehicle has broken the stage beam no refund will be issued.**

GI15 - Restricted Areas: The burnout area, starting line and any part of the actual track are considered restricted areas. Drivers may have crewmembers to assist in burnouts and pre-staging. Cars doing an “across the line” burnout may have one crewmember to assist with backing up the vehicle past the starting line as far as the pre-stage area. Once a car has pre-staged all crewmembers must leave the starting line area. Drivers must stage on their own, with no outside assistance.

GI16 - Speed Limit: Because Winterport Dragway is family oriented and generally have young children on the premises, 5-MPH speed limits are in effect in the pits, staging lanes, and all spectator parking areas. 25-MPH speed limits are in effect on the return road as far as the ticket station. The speed limits pertain to all vehicles: cars, trucks, mopeds, and 4-wheelers whether operated by racers, crewmembers, or spectators. Failure to obey this speed limit will result in one warning, with subsequent violations being grounds for expulsion from the facility.

Racers will be held accountable for any unsportsmanlike driving in any area that could endanger any person or equipment. Any such behavior will not be tolerated. Winterport Dragway will decide the severity of each incident and reserves the right to impose more stringent penalties.

First Offense: An oral warning will be given.

Second Offense: Eviction from the track for the remainder of the race and loss of points for the day.

Third Offense: Suspension from the track for two weeks and loss of points accumulated for the season.

Fourth Offense: Suspension for up to 1 year at the discretion of Winterport Dragway Association

GI17 - Starting Line Access: No crewmembers or spectators are allowed in the starting line area between the lanes. Crewmembers may stay on the starting line area, outside of the lanes, so long as they are behind the location of the vehicles rear tires. Track personnel have the final determination if an area is safe for occupancy during a run. At no time will anyone be allowed directly behind a vehicle staged for competition. Any exceptions to this rule must be approved by the Track Manager.

GI18 - Tower Access: Access to the tower is limited to track officials and shareholders. Individuals with a special need or concern may enter the tower, however once their situation has been addressed, it is asked that you leave the area. This will keep the PA announcer and computer technician from being distracted.

GI19 - Track Officials: The instructions of track officials must be followed at all times. If you are unsure of a rule please ask a track official for clarification of the rule. Physical and verbal abuse of any track personnel will not be tolerated and such behavior could be subject to penalties and eviction from the track depending on the circumstances.

GI20 - Waivers: All individuals, racers and spectators, entering the track must read and sign the Release and Waiver of Liability Form at the gate. Refusal to sign the waiver form will result in denial of admission to the event. Waiver forms must be signed each day during multiple day visits.

GI21 - Warm-Ups: All vehicles when started for warm-up or testing procedures must have a qualified driver in the vehicle prior to starting the vehicle. Any time a vehicle is started and is required to have the transmission/driveline engaged, the vehicle must be on jack stands or another appropriate locking support device. At no time will vehicles be tested only using a jack of any sort. Racers can use the area between the two sides of the runway for warm-ups. All racers must obey the speed limit during their warm-up.

COMPETITION CLASSES

Class	Eligible Vehicle Types
Test and Tune	Open to any vehicle which successfully passes WPD Technical Inspection for the applicable class of the vehicle
Junior Dragster	All classes of Junior Dragster (Dial ins limited to age specific restrictions for ET-See Junior Dragster section)
Teen	13-17 Year old teens in Full-bodied Car, Truck, Van or SUV 9:00 ET LIMIT
Motorcycle/Snowmobile	All classes of Motorcycles and Snowmobiles – No Delay Boxes - No Time Break
True Street	All Street Legal, Factory appearing vehicles, No Slicks (See Class Specifications)
Footbrake	Any open or full body car not utilizing any starting line or down track electronics, Slicks Allowed, (See Class Specifications) No Time Break
Pro	Any open or full body car not utilizing a delay box – No throttle stop devices - No Time Break
Super Pro	Any open or full body car utilizing a delay box – No Time Break
Gamblers Race**	All automobiles and trucks (Trucks limited to single rear axle) – No Time Break
Exhibition	As determined by Winterport Dragway Association members and Track Officials
Specialty Vehicle/Event	As determined by Winterport Dragway Association members and Track Officials

***Note: A "Gamblers Race**" is when all competitors pay a fixed sum (usually \$10.00) towards the purse. First or Second round "buy backs" are allowed. The total purse, including "buy back" money, is divided 70% to the winner and 30% to the runner-up.*

GENERAL RACE REGULATIONS

ALL CLASSES

ALL ENTRIES MUST COMPLETE THE TECHNICAL INSPECTION PROCEDURE PRIOR TO COMPETITION.

Interpretation of Rules

This serves as a reminder for all competitors regarding interpretation of rules along with associated penalties for non-compliance. All components and related functions must be accepted prior to use in competition. The safety equipment listed within this publication is the minimum requirements for a particular class. Increased levels of safety equipment and related accessories are always permitted. General Regulations have been outlined under individual Class Requirements, in addition more detailed explanations of general requirements are listed under the heading General Regulations in all classes of this book, and are a part of the rules for each class.

Rules and classes published in this book are effective January 1, 2024. They remain in effect until superseded or revised by the Winterport Dragway Association.

TRACK MANAGER MAY WAIVE, AMEND, OR MODIFY ANY RULE IN THIS BOOK AT ANYTIME FOR ANY SINGLE OCCURRENCE, FOR ANY GOOD CAUSE. THE TRACK MANAGER'S DECISION IS FINAL IN ALL CASES.

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 conduct of all Winterport Dragway events, and, by participating in these events, all participants are deemed to have complied with these rules. No express or implied warranty of safety shall result from publication of, or compliance with these Rules and/or Regulations. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to participants, spectators, or others. The event director shall be empowered to permit minor deviation from any of the specifications herein or impose any further restrictions that in his opinion do not alter the minimum acceptable requirements.

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 track officials. Their decision is final.

WINTERPORT DRAGWAY reserves the right to refuse anyone entry to any event

GR1 - BREAKAGE/MECHANICAL FAILURE: A vehicle is considered race ready when they cross the top of staging. If a vehicle loses fire or stalls and cannot be restarted, it will be disqualified. Crewmembers are not allowed to assist or touch any self-starting vehicle once it has entered the burnout area. If a vehicle loses fire in the staging lanes and cannot be restarted, it will be disqualified if his opponent is ready and has staged his vehicle. If both competitors agree, they can move to the back of the staging lanes, however, the run must be completed during that round. Under no circumstances will there be a delay of 30 seconds or more. If a breakage happens after the launch, STOP! If your vehicle breaks during eliminations and cannot make the next round you are out of the race.

GR2 - BREAK RULE: If a vehicle breaks after receiving the green light, the vehicle does not need to finish the pass to receive the win; however, the vehicle must record a reaction time to validate the win.

GR3 - BREAKOUT: On any run, if both cars break out, the car breaking out the least will be declared the winner. If both cars break out the same amount, the "first-to-finish" shall be declared the winner.

GR4 - BURNOUTS: All pre-race burnouts are restricted to designated area, using water only. All water in burnout area to be put down by officials only. If more water is needed, signal the water box/ starting line crew for more water. Do not enter the water box if there is inadequate water.

Drivers will not begin their burnout until instructed to do so by track personnel. At any time during the burnout process, track officials may signal for you to stop. Drivers must cease all actions at that point. He/she is in total control of the starting line area procedure. He/she is there to help make your pass as safe as possible by monitoring your vehicle for potential hazardous conditions. Detecting problems at the starting line can eliminate down time and save you from expensive and unnecessary repairs.

Burnouts crossing the starting line are limited to race vehicles not equipped with front brakes. All other competitors must limit their burnout area to the area before the starting line. One warning will be issued at the discretion of the Track Manager for any violation.

The Track Manager has the option to modify burnout regulations as conditions warrant.

Vehicles permitted to cross that starting line during the burnout MUST be able to return to the staging area under their own power. At no time will crewmembers be permitted to push any vehicle back to continue in competition.

Crossing the center line during a burnout is not an automatic disqualification unless such action is deemed to be careless or hazardous by track staff, in which case the Track Manager may, at their sole discretion, disqualify the offending driver from further competition in that event.

GR5 - BUY BACKS: After the first and/or second round is over, individuals who lose have a chance to re-enter the race for a fee that is equal to the original amount paid for the first round. Buy-back entrants will race each other unless there are an odd number of entrants, in which case they will race the first available first round winner and lane choice will go to the first round winner. Buy-backs will not earn any points, nor will they be eligible to receive a bye-run until all other non-eliminated racers have had one.

GR6 - BYE RUNS: Bye runs identified during the ladder process must be completed in all classes. Bye runs will be awarded to the racer at the top of the ladder as identified during the drivers meeting. The driver must stage under the vehicle's own power. In order for the pass to be considered valid for competition, the competitor must break the starting line beams under power. A full pass is NOT required in order to satisfy the rules of competition. Lane boundary, breakout and red light disqualification rules do not apply on bye runs.

In the event an odd number of competitors remain for subsequent rounds, the bye run will be awarded to the next non-buyback competitor on the ladder, moving from top of the ladder to the bottom. At this time, the first bye run recipient will move to the bottom of the non-buyback ladder. At no time will a competitor receive two bye runs until all other non-buyback competitors have had one, after this has happened there will be a coin toss at the timing tower to determine the bye run.

Competition singles, when you competitor cannot make their run, will not count as a bye-run in the process of awarding bye runs during competition.

GR7 - CELL PHONES/COMMUNICATION DEVICES: Drivers are not permitted to use cell phones during competition. Any in car or in helmet communications are prohibited in any race vehicle.

GR8 - COOL DOWN: Under normal conditions, cool down time will be 15 minutes between rounds. Special consideration will be given during high temperature days. Failure to answer the call of the track official in a timely manner will result in a disqualification.

GR9 - CREDENTIALS: All drivers must possess a valid state driver's license to race, except that the Track Manager may allow a Teen Driver with a valid learner's permit to compete in any Street Class if

he/she has successfully completed 1 full year at Winterport Dragway as a Teen Racer or Junior Dragster driver, or if the driver is a Teen Driver that has received their Teen License. Motorcycle drivers must possess a valid state motorcycle license. Snowmobile and ATV racers must also have a valid state driver's license with the exception of 15 year olds on Snowmobiles, see SN16

GR10 - DEEP STAGING: Deep Staging is permitted in all classes, but not guaranteed. Vehicle must be clearly marked with DEEP in the same general area of the competitors dial-in. Deep staging is the sole responsibility of the driver. Special allowances for deep stagers do NOT need to be made by the starter and/or starting system. Failure to achieve a deep stage is not grounds for a re-run.

GR11 - DIAL-INS: All race vehicles MUST displays their dial in on the left side on the vehicle and be in clear visible view of the tower. For competitors visiting from other racing facilities whose dial-in displays do not conform to this rule, it is the racers responsibility to ensure visibility from the tower. In the event a vehicle has non-conforming dial in display devices, i.e. passenger side or rear of vehicle, those devices will be zeroed out prior to competition to avoid confusion for fellow competitors or track personnel.

Shoe polish material is permitted given it is a contrasting color to its background.

In the event a dial in cannot be seen from the tower, track staff will ask the racer, and subsequently give one warning to correct the issue. If the problem persists into the next round of competition, tower personnel will enter a dial of 9.99 regardless of the racers intended dial.

No dial-in may be changed after the entry has left the head of staging, In the event of a re-run, dial-ins must remain the same as the original race.

During competition, any racer completing the pre-stage process has accepted the posted dial, right or wrong, as displayed on the associated scoreboard.

GR12 - DRIVER CONDUCT: Any driver who refuses to voluntarily reduce speed, or stop in the event a car does not handle properly (i.e. excessive drifting of the car toward the center or the edge of the strip), or any driver who willfully fishtails or weaves in an attempt to show undue disregard for the safety of himself or spectators, will be immediately barred from further competition. If such conduct should take place during an Elimination run off, the race will automatically be forfeited to his opponent. Any driver and/or pit crew member found to be under the influence of alcoholic beverages during competition, or drugs regardless of the amount, will be barred from the event and this shall be considered sufficient cause for suspension and/or revocation of their competition privileges at Winterport Dragway. All participants are considered to be responsible for their personal conduct and must behave in a professional manner at all times. Any participant who verbally or physically threatens another person or behaves in a manner determined by track personnel to be detrimental to the event or sport may be suspended at any time. In the event of an accident or medical emergency, the driver/s must be officially released by a licensed physician before the competitor will be permitted to re-enter competition. Driver is responsible for the actions of his or her crew. Any protests or appeals to general race regulations must be filed by the driver.

GR13 - DUAL INFRACTIONS: In the case of dual infractions on a competitive run, the car making the worst infraction will be disqualified. If infractions are of an equal rank, the first infraction shall be disqualified.

GR14 - LADDER/PARINGS: Pairings for the first round in all classes will be drawn by tower staff using your tech card after the finish of time trials and will be posted at the base of the tower. Each round thereafter will also be posted at the bottom of the tower. Any problems or questions should be brought to the attention of the track manager prior to the start of the next round. It is the responsibility of the racer to know whom they will be paired against in the next round.

GR15 - LANE / BOUNDARY CROSSING: ANY RACE CAR TOUCHING ANY BOUNDARY MARKER LINE AFTER THE 60' SENSOR DURING THE MEASURED RACE WILL BE DISQUALIFIED.

In determining lane boundary crossing violations, it is considered a disqualification when any portion of a tire touches the painted line surface.

Contact with guard railing, barriers, or any other track fixture (i.e. "Christmas tree," "A frames," timing equipment, cones, foam reflector block, etc.) is grounds for disqualification. Decorative painting on the track surface does not constitute a boundary violation. Intentional crossing of boundary lines to leave track or to avoid depositing debris on strip is not grounds for disqualification. In situations where a driver is making a single run in eliminations, he is considered the automatic winner once he stages under power and receives the start (see also: Bye Runs). Lane boundary line crossing and red light disqualification rules do not apply on single runs.

GR16 - LANE CHOICE: During competition, lane choice process is at the discretion of the competitors involved. Generally a coin toss will suffice in determining lane assignment. In the event two competitors cannot agree on lane choice, the Track Manager will assign a lane to each competitor at their own discretion.

GR17 - MULTIPLE ENTRIES: Multiple entries of the same driver with the same vehicle are allowed in different classes (i.e. street and pro class). One driver may enter different vehicle in multiple classes as well. Track operations will not be halted waiting for a multiple entrant to arrive for competition. Missing the call to the lanes does not result in a re-run.

GR18 - NITROUS OXIDE: Nitrous Oxide is permitted in accordance with the current IHRA guidelines.

GR19 - NUMBERS: Winterport Dragway will issue you a car number when you enter tech if you do not have one. Tech will make every attempt to grant your request for a certain number. Once you have been issued a number, that is your number, and it is a form of racer id (one racer and one number for the whole season). In the event you have a second car for a certain event a temporary number will be issued for that event. The number can be used on other vehicles as long as the racer is the same. The use of another individual's number will result in a disqualification. Permanently applied numbers recommended for all entries.

Numbers must be a minimum of 4" high and clearly visible on the left side of the vehicle. However, it is recommended that your Winterport Dragway competition number be clearly visible on all appropriate sides of your vehicle. If your vehicle has additional numbers visible on the vehicle, they must be covered entirely prior to competition. Failure to abide by this policy may result in loss of associated points or elimination round at the Track Manager's discretion. Street driven vehicles, or visiting competitors, may use a removable marking source for competition numbers.

GR20 - PARTICIPANT CONDUCT: Each member and/or participant agrees to familiarize himself with all applicable rules and regulations prior to competing at Winterport Dragway. Any participant (driver, crew, friend, etc.) who is caught operating a vehicle in an unsafe manner may be disqualified from the event or series based upon the severity of the offense.

All competitors must remain in their vehicle until it reaches the return road. All competitors must refrain from removing or loosening safety equipment while on the racing surface. In the event of an accident, drivers in close proximity to the accident must refrain from going to the accident scene. We realize that you may be trying to help; however, recent accidents have validated the danger that you may be placing yourself in by doing so. We need to emphasize the importance of not stopping your vehicle on the racing surface as well as proceeding in a timely fashion to the end of the track in the event of an aborted pass. These actions delay our program as well as make you sit in the hot protective clothing longer than necessary. Each member and/or participant expressly agrees that the act of entering a Winterport Dragway event shall constitute an agreement by him/her to be bound by all the rules and regulations covering the event. The participant also agrees to be bound by any of the decisions of the Track Manager, and to release the Track Manager, Shareholders, and all other event officials, from liability for an alleged erroneous decision.

GR21 - PAYOUTS: All racers must submit a complete and signed tech card to receive any purse money. Specific payout amounts will be dependent on the event taking place.

GR22 - PROTESTS: Any driver wishing to enter a formal protest of any element of competition must complete the WPD Competitor Protest Form. These forms will be available in the timing tower. The form must be completed by the competitor themselves. Crew members are not allowed to enter a protest on their behalf. Reporting the protest and completion of the form must take place immediately upon identifying the protested event. A quick inquiry and fair investigation will take place by a track official. All parties involved, as well as any other staff, racer, or spectator may be questioned as to the events generating the protest. All decisions of the track manager and track officials will be final.

GR23 - PUBLICITY: In consideration of being allowed to enter and compete at Winterport Dragway, the vehicle owner, the vehicle driver, crew members, and spectators agree as follows:

Participants and Spectators hereby grant Winterport Dragway:

- (a) full and unconditional permission to make still or motion pictures and any other type(s) of audio or visual recordings of their activities at the site before, during, and after any event and reasonably related to the event; and
- (b) the exclusive, worldwide and perpetual rights to use the same, together with their names, likeness, and biographies of participants, and the names, likeness, and date of, or relating to, their entered vehicles for publicity, advertising, and exhibition, whether or not for profit, in print, audio, video, and other communications media by reproduction and sale or other distribution by any and all means now known or hereafter developed;

GR24 - RACE ENTRY FEE: All racecars are considered race ready after they have turned in their tech card and have passed tech. If a vehicle breaks during time trials, a refund of the race entry fee will be granted.

GR25 - RE-RUNS: All runs during competition will stand as valid unless the run was adversely affected by electrical failure, weather, or timing system malfunction. Track conditions, or interference from the car in the other lane do not constitute a re-run. Final determination of the necessity of a re-run will be made by the Track Manager. All decisions are final.

Dial-ins and lane choice will not change on the re-run.

If a racer cannot or will not return for a re-run they will be disqualified. Re-runs will not be granted for missed deep staging or staging your vehicle to a wrong dial-in (if scoreboards are in use). On rare occasions, the timing system will indicate no margin of victory (essentially a tie) but will still determine the winner. In these cases, the decision of the system is FINAL and no reruns will be allowed.

GR26 - RETURN ROAD: All contestants must limit their speed to 25 MPH on the Return Road. When approaching, and leaving, the ticket area, speed limit is reduced to 5 MPH. Excessive speed will result in one warning. Any unsafe act putting the ticket presenter at risk, or subsequent speed violations, may be grounds for disqualification for the event. All vehicles that need to shut down and be towed after making their pass are requested to try and get behind the barriers before doing so. Cooperation in this matter will help maintain a safer and more efficient race program.

GR28 - SCOREBOARDS: The scoreboards provide an "unofficial" display of a run. The official results are printed on your time slip. Its purpose is to provide a convenient display for racers and spectators. In the event of a dispute resulting from displayed times versus printed results, printed results will always be the determining factor of the true outcome of the race.

GR29 - STAGING: Winterport Dragway enforces courtesy staging. Any car may light the prestage bulb first, please wait for your opponent to do the same. EITHER car may roll forward and light their stage bulb

from that point. If you light both prestage and stage bulbs on before your opponent has a prestage bulb on you will be asked by the starter to back out and prestage again following Courtesy Staging Procedures.

All race cars will be called to the Staging Area by the announcer. Only one call is required. Additional courtesy calls may be made by the announcer but not guaranteed. Ten minutes after the first call, any machine not appearing in the Staging Area will be subject to disqualification.

At no time will any vehicle be left unattended in the staging lanes.

Once a car reaches the front of the staging lanes for a run, it must be prepared to fire and race. If one of the vehicles fails to start when signaled by the head of staging official, it will be given 30 seconds to fire before being disqualified. If an entry loses fire, the head of staging or starting line official has the authority to not permit re-firing of the entry if there is not time or if it would be unsafe for the competitors, crew or spectators.

To be considered a round winner on bye runs or competition singles, the competitors final staging motion, using vehicle's applied power, must be in a forward motion going from pre-stage to stage position. The car's starter is not considered "applied power".

Once the vehicle is staged it is considered in the race. Staging must be made with the front wheels only. Rear wheel starts prohibited.

Deep Staging is permitted in all classes, but not guaranteed. Vehicle must be clearly marked with DEEP on both sides of the vehicle, visible to both the timing tower and the competitor in the opposite lane. Deep staging is the sole responsibility of the driver. Special allowances for deep stagers do NOT need to be made by the starter and/or starting system. Failure to achieve a deep stage is not grounds for a re-run.

GR30 - STARTING LINE ACCESS: No crewmembers or spectators are allowed in the starting line area between the lanes unless specifically permitted to do so by track personnel. Crewmembers may stay on the starting line area, outside of the lanes, so long as they are behind the location of the vehicle's rear tires. Track personnel have the final determination if an area is safe for occupancy during a run. At no time will anyone be allowed directly behind a vehicle staged for competition. Any exceptions to this rule must be approved by the Track Manager.

GR31 - SUBSTITUTE ENTRIES: If during time trials your main vehicle breaks you will be allowed to substitute a vehicle as long as it passes tech. Two drivers will not be allowed to operate the same vehicle in the same class during eliminations. If you have paid your entry fee and do not plan to enter an alternate vehicle, you will receive a refund of your race entry fee only. Failure to notify tower personnel of removing the vehicle from competition before the ladder is posted will result in no refunds being given. If this occurs, you will be considered a no-show, no points awarded, and the laddered opponent will be given a competition bye.

GR32 - TECH INSPECTION/TECH LABEL: All vehicles must pass technical inspection each day of competition. Upon completion of tech you will be given a tech sticker to post in the upper left-hand corner of the front window. Any individual caught entering the staging lanes without going through tech, or not displaying the appropriate tech decal, will be denied access to the racing surface until a Technical Inspection is completed.

GR33 - TIME TRIALS: For each class of competition, an equal number of time-trials will be provided for all competing vehicles. There will be no additional time-trials provided due to vehicle mechanical issues or driver error. Only under circumstances of weather, track technical malfunctions, or as deemed by the Track Manager will a competitor be permitted to make any more than three time trial runs. For Test and Tune drivers, runs will be allowed throughout the day when the class is called to the lanes. Near the end of competition, the track announcer may call open time trials for anyone who wished to

make passes. Racers in competition may make Test and Tune passes once eliminated from competition with no additional requirements.

GR34 - TOW VEHICLES: Tow vehicles will proceed down track as soon as the competitors are staged. No tow vehicles are allowed beyond the protective barriers until the vehicles have completed the run and safely passed the finish line of the track. No more than two people are allowed to proceed down track to tow a vehicle back. Tow vehicle operators will not wait until the race is completed before proceeding. Delays of competition will result in a warning from track staff. Tow vehicles will always yield to race vehicles when traveling on return road. No one under the age of 18 will be permitted to operate a tow vehicle.

GR35 - WARM-UPS: All vehicles when started for warm-up or testing procedures must have a qualified driver in the vehicle prior to starting the vehicle. Any time a vehicle is started and is required to have the transmission/driveline engaged, the vehicle must be on jack stands or another appropriate locking support device. At no time will vehicles be tested only using a jack of any sort.

**Grounds For Disqualifications And Rank Of Worst Offenses
(the lower the number, the worse the offense)**

- 0. Burnouts in the staging lanes or in the pit area, or on return road.
- 0. Use of Alcoholic Beverages by driver, owner, or crewman.
- 0. A junior dragster competitor running quicker or faster than permitted with his or her current license.
- 1. Failure to report to staging when called or entering closed staging lanes.
- 1. Leaving the race car after approaching the starting line, leaving the car unattended at the starting line, water box, or staging area.
- 1. Refusing an official re-run.
- 1. Unsportsmanlike conduct, improper language or conduct detrimental to racing.
- 2. Backing into staging beams.
- 3. Touching strip center line, in any situation during measured 1/8 mile (Except on single run)
- 5. Touching strip outer marker line or leaving strip surface during measured race unintentionally. (Except on single run).
- 5. Excessive braking in handicap eliminators that causes loss of control. If only tire smoke is observed, a warning may be issued for first offense. This is at the discretion of the Track Manager.
- 7. Foul start on dual competition run.
- 8. "Breakout" or running under your dial-in on dual competition run.
- 9. Not crossing the finish line on a dual competition run.

NOTE: In case of equal infractions, the "first" offense will be the loser. Track Manager will determine "first" offense.

NOTE: Items ranked "0" will be given a value by Track Manager depending on circumstances.

NOTE: In dual offense situations, the worse offense is the applicable offense, unless both are equal, then the first offense will be the loser.

NOTE: Should a driver receive a red-light foul start, and the opposing driver crosses the lane boundary line, the latter infraction would prevail and the driver committing the foul start would be reinstated.

General Safety rules

The current IHRA and/or NHRA Rulebooks mandate specific safety requirements for race vehicles, drivers, and riders. Excerpts from those rule books have been incorporated into these General Safety Procedures. Safety requirements that are set forth in this handbook will be in effect at all race events. Winterport Dragway reserves the right to disqualify any vehicle that may be a potential risk. Winterport Dragway also may impose additional safety requirements. In any case where these rules conflict or disagree, this Handbook shall take precedence. Any specific item NOT covered in this handbook will revert back to IHRA/NHRA rulebooks, whichever is more lenient for the race vehicles, drivers, or riders.

TEST AND TUNE

TT1 – GENERAL: Test and Tune is open to any paid vehicle which passes an appropriate Technical Inspection for its class/ET designation. For new racers/vehicles that do not know the speed/ET, determination or required safety devices will be at the discretion of WPD Technical Inspectors. Once a speed/ET classification is determined, Tech Staff will advise the driver of what is needed to return for competition. Safety waivers for required equipment for new vehicles/drivers will be at the discretion of the Track Manager.

If a Test and Tune participant decides to enter competition, they may, prior to the ladder being generated, go to the gate house and pay the necessary race fee for the class which they wish to enter. At that time, they will be entered onto the competition ladder for that day. Once the ladder is generated, no late entries will be allowed.

Any vehicle entered in paid competition may, once eliminated, join the test and tune class with no further costs or inspection required.

TRUE STREET

TS1 – ET: All Run (No ET Break)

TS2 – TIRES: Hard tires only/Drag Radial ok— All 4 tires must be D.O.T. approved

TS3 – APPEARANCE: Must retain factory appearance (minor appearance changes such as wheels, window tint, etc...)

TS4 – REGISTRATION: Must have current registration tags, State inspection and insurance. Used Car Dealer Plates allowed only if proof of ownership of the plates is presented. Antique Auto plates allowed but must meet all other class requirements except State Inspection

TS7 – BRAKES: Must have OEM 4-wheel brakes. All brake components must be in working order. Foot Brake Only. No starting line enhancers.

TS8 – EXHAUST: Must have closed exhaust permitted by State Inspection (No exhaust cutouts allowed)

TS9 – SUSPENSION: Stock Style Suspension (coil over add-ons permitted)

TS10 – ELECTRONICS: Computers (other than OEM), delay boxes, multi-stage rev limiters, trans-brakes, electric or air operated shifters and starting line rpm controllers are not allowed. High-end rev limiters, enhanced PROM chips, and aftermarket ignition systems are permitted.

TS11 – GLASS: Must have all factory glass

TS12 – ROOF PROTECTION: Convertible tops and T-top style roofs must be up/installed during competition

TS13 – INTERIOR: Interior must maintain a factory upholstered appearance. OEM Dashboard is required. Driver's and passenger's seats required and must be in stock location. Aftermarket racing style seats permitted. OEM style door panels required

TS14 – COOL DOWN: The "Cool down" time provided in the "General Rules" section does not apply to any Street Class. All competitors must be prepared to "hot lap" entirely at the discretion of track management.

TS15 – BURNOUTS: Burnouts are allowed, but only DOT Drag Radials may use the water. All treaded tires are limited to dry burnouts only and may not pass through the water box.

TS16 – OTHER: All individual safety requirements for ET apply

FOOTBRAKE

FB1 – ET: All Run (*NO ET Break*)

FB2 – ENTRANTS: All open and closed body vehicles allowed (Street cars, Door Cars, and Dragsters) Allowed

FB3 – ELECTRONICS: No starting line enhancers permitted (*Trans Brake/2 Step*), No down-track Throttle controls permitted (Air Throttle, Throttle Timers), No Electronics permitted to be installed in vehicle (Disabling switches not permitted)

FB4 – BRAKES: Front wheel line lock permitted (*For Burnout Only*)

FB5 – POWER ADDERS: Superchargers and Nitrous Oxide permitted

FB6 - EXHAUST: Any exhaust configuration permitted (Open Header vehicles must adhere to Open Header Rule)

FB7 – TIRES: Slicks allowed

(Subject to General and Safety Rules for ET)

PRO

PR1 – ENTRANTS: All open and closed body vehicles allowed (Street cars, Door Cars, and Dragsters) Allowed

PR2 – ELECTRONICS: Starting Line enhancers allowed (Trans Brake, 2-Step, etc), No Throttle stops allowed

PR3 – DELAY BOX: No Starting Line Delay devices allowed (Delay Box)

(Subject to General and Safety Rules for ET)

SUPER PRO

SP1 – ENTRANTS: All open and closed body vehicles allowed (Street cars, Door Cars, and Dragsters) Allowed

SP2 – ELECTRONICS: Starting Line enhancers allowed (Trans Brake, 2-Step, etc), Starting Line Delay devices allowed (Delay Box), No Throttle stops allowed

(Subject to General and Safety Rules for ET)

JUNIOR DRAGSTER

The Junior Dragster program is designed to allow youth, as young as 6 years of age and up to 17, the opportunity to race against their peers in near replicas of the models that the Pros drive. Juniors may compete through the calendar year of their 18th birthday (Jan 1 to Dec 31). If a competitor turns 18 during the regular race season, they may finish the competition season out.

Junior Dragsters are restricted to competition in half-scale cars over a distance of 1/8 mile. The competition structure is designed to be conducted in an ET dial-your-own format. It is the responsibility of the team/parent to not dial-in or run under the ET breaks for the age groups listed below. First offense will be given a verbal warning. If the competitor commits a violation a second time they will be disqualified. The lowest dial in for the respective age groups is the class index or 7.90 for master, 8.90 for advanced, 11.90 for novice and 13.90 for beginner.

JR1 - CLASS DESIGNATIONS

TRAINEE: Age 5 years, non-competition only. Limited to 19.90 seconds or slower

YOUTH: Age 6 to 7 years, competition class, limited to 13.90 seconds or slower

NOVICE: Age 8 to 9 Years, competition class, limited to 11.90 seconds or slower

INTERMEDIATE: Age 10-12 years, competition class, limited to 8.90 seconds or slower

ADVANCED: Age 13-18 years, competition class, limited to 7.90 seconds or slower

JR2 - BODY: Body and cowl must be structured of aluminum or fiberglass and extend forward to firewall. Driver compartment, frame structure, roll cage, and body must be designed to prevent driver's body or limbs from making contact with wheels, tires, exhaust system, or track surface.

JR3 - BURNOUTS: Vehicles cannot be held in place or touched by a parent or crewmember during the burnout. Vehicles are not permitted to burnout past the starting line.

JR4 - DIAL-INS: The driver and crew are responsible for the accuracy of their dial-in. Dial-ins must be within class and performance limits. Any dial-in below allowable limits will have to be changed to an allowable dial-in before staging. Dial-ins, and Competition Numbers must be at least 4" tall and clearly posted on both sides of the car, and visible from the control tower. *****NO COMPETITOR CAN DIAL-IN LOWER THAN THE CLASS CUTOFF AT ANY TIME*****- Any vehicle entering competition with a dial-in lower than that allowed by their competition class will automatically be dialed in at the minimum dial-in for their class. Any competitor running quicker than 7.50 in the eighth-mile or 4.10 in 330 feet or faster than 89.99 mph at any time during Eliminations or Time Trials will be disqualified from the event and subject to additional disciplinary action in the sole and absolute discretion of WDA.

JR5 - DRIVER: The driver must remain in the confines of the roll cage at all times and safety equipment may not be removed until the vehicle has come to a complete stop off the racing surface.

JR6 - ARM RESTRAINTS: Mandatory. Must be worn and adjusted in such a manner that driver's hands and/or arms cannot be extended outside of roll cage and/or frame rails. Arm restraint shall be combined with the driver restraint system such that the arm restraints are released with the driver restraints. Refer to manufacturer for instructions.

JR7 - HELMET: Helmet meeting SN, SA, M, or K-2015 or newer or CMR, SFI 31.1, 31.2, or 24.1 mandatory. Either a full-face helmet, shield or goggles mandatory. See Safety Quick Reference Chart.

JR8 - NECK COLLAR: Mandatory. Head and neck restraint meeting SFI 38.1 may be used in place of neck collar. When a Head and neck restraint is used a head sock or helmet skirt meeting SFI 3.3 is required.

JR9 - PROTECTIVE CLOTHING: All drivers are required to wear a jacket meeting SFI Spec 3.2A-1 and 3.3 gloves as well as full-length pants, shoes and socks. The use of nylon or flannel pants is prohibited. Competitors running 8.89 or quicker must utilize a minimum of 3.2A-1 pants and a full face helmet in addition to the above requirements.

JR10 - RESTRAINT SYSTEM: SFI 16.1 certified Five-point minimum, 1 3/4" wide minimum driver restraint system mandatory. All seat belt and shoulder harness installations must be mutually compatible, originally designed to be used with each other. Only those units that release all five attachment points in one motion permitted. When arm restraints are worn with a restraint system that utilizes a "latch lever", a protective cover must be installed to prevent arm restraint from accidentally releasing the latch lever. All harness sections must be mounted to the frame cross member, or reinforced mounting, and installed to limit driver's body travel both upward and forward. Wrapping of belts around frame rail prohibited. Under no circumstances are bolts to be inserted through belt webbing for mounting.

JR11 - CHAIN/BELT GUARD: All cars must be equipped with a guard to cover the width and at least the top run to the center line of the sprocket of any chains or belts. Guards must be minimum .060" steel, or .125" aluminum, and must be securely mounted; no tie wraps. Moving engine/drive train parts must be protected by frame rails or steel or aluminum guards to avoid unintentional contact.

JR12 - CLUTCH: All cars must be equipped with a dry centrifugal-type engine clutch. Chain or belt drive only. Axle clutches prohibited.

JR13 - FLYWHEEL: Aftermarket billet flywheel mandatory unless OEM type carburetor is used. Cast aluminum flywheel prohibited. Modification to stock units other than keyway modifications is prohibited.

JR14 - TRANSMISSION: Gear-type prohibited. Torque converter belt assembly units allowed.

JR15 - BRAKES & SUSPENSION: Two rear-wheel hydraulic drum or disc brakes, or accepted mechanical brakes mandatory. Hydraulic brake lines must be steel or steel braided. High pressure brake hose must be used with steel line for vibration connections. Front brakes permitted, but only in conjunction with rear brakes.

Vehicle may have brakes on one wheel only if 7 inch minimum go kart puck type disc brake is used. Use of drive sprocket as a brake rotor prohibited. Drilling of brake components prohibited. Steel disc brake rotors are required and must be a minimum of 7-inch diameter with a .228-inch minimum thickness, dual steel brake rotors, 6-inch diameter with a 3/16 inch minimum thickness; or aluminum brake rotor, 11-inch diameter with a .228-inch minimum thickness. Line-loc prohibited. Hand brake permitted, but must be directly coupled to foot brake; handbrake cannot be independent of, or in lieu of, foot brake. Application and release of brakes must be a direct function of the driver; electronics, pneumatics, or any other device may in no way affect or assist brake operation.

JR16 - IGNITION SHUTOFF: A positive ignition shutoff switch, within easy reach of the driver, mandatory. A second shutoff switch on the center top portion of the deflector plate within easy reach of the crew or race official mandatory. All entries must have a mechanical shutoff switch to ground the spark plug located within easy reach of the driver.

JR17 - ENGINE: All vehicles restricted to a maximum of one, rear-mounted, five horsepower based, four-cycle engine. All components must be completely isolated from the driver's compartment. This includes fuel system.

JR18 - CARBURETOR: Any means to pass fuel or air to the engine other than normally aspirated carburetor is prohibited. Auxiliary vacuum fuel pump allowed. Pressurized and/or fuel injection systems prohibited. Electric fuel pumps prohibited.

JR19 - CYLINDER HEAD: Aftermarket units permitted.

JR20 - FUEL: Gasoline or alcohol only. Nitrous oxide and/or nitromethane and/or propylene oxide prohibited in all classes. Fuel tank must be behind driver's compartment, below the shoulder hoop of roll cage and securely mounted within frame rails. Maximum capacity of one gallon, must have screw-on or positive locking cap. All vents must be routed downward, away from driver and extend beyond the bottom of the fuel cell. No vented fuel caps permitted, except on Briggs & Stratton or Tecumseh stock tanks.

JR21 - STARTER: Pull rope or remote electric starters mandatory. Any driver activated/operated starting system prohibited.

JR22 - SUPERCHARGER-TURBO CHARGER-NITROUS OXIDE: Prohibited.

JR23 - THROTTLE: All vehicles must be equipped with a positive throttle return spring which shall close throttle when released. Throttle control must be operated manually by driver's foot. Electronics, pneumatics, hydraulics, or any other device may in no way affect operation of the throttle. Throttle stops, other than mechanical (i.e. a positive stop under throttle pedal) prohibited. Must be mounted securely (wire ties prohibited).

JR24 - BALLAST: Must be secured to frame with a minimum of one 3/8 bolt per 5 pounds. Hose clamps / ties wraps/ etc may not be used to attach ballast to the entry. No ballast may be installed on the vehicle higher than the top of the rear tires.

JR25 - CATCH CANS: Crankcase EVAC recovery system mandatory and drain lines must be securely fastened in a manner to avoid drainage in line with any drive wheel of the vehicle.

JR26 - DEFLECTOR PLATE: A deflector plate of minimum 1/16" aluminum must be installed between roll cage and engine extending from lower frame rail to the top and width of driver's helmet. Carbon fiber prohibited.

JR27 - GROUND CLEARANCE: Minimum three (3) inches front of car to 12 inches behind centerline of front axle. (2) inches for remainder of car.

JR28 - ROLL CAGE: Mandatory five-point roll cage. Upper frame rails-minimum 1 1/8" diameter by .083. Diagonals-minimum 3/4" by .083". Uprights in driver's compartment must be spaced 20" or less. Must have horizontal helmet bars installed to prevent the drivers helmet from being outside any portion of the main cage. Mild steel chassis prohibited in the Master classification.

JR29 - STEERING: All components must have a positive through-bolt or welded connection. All rod ends must be of aircraft quality or better, and they must have a bolt through with lock nut or drilled and cotter keyed. Steering must also have washers on bolts to keep rod ends from pulling through. Minimum spindle diameter is 1/2".

JR30 - SEAT: Properly braced and supported seat constructed of aluminum or fiberglass mandatory.

JR31 - RESTARTS: After initial start-up, one chance will be given to restart the car within a reasonable time at the starter's discretion. The crew person should keep the starter close by in case it's needed. Push starting any vehicle is prohibited.

JR32 - DELAY BOXES: Prohibited.

JR33 - TIRES: Rear tires; 18" diameter x 7 1/2" wide minimum, measured at widest or tallest point. All front tires must have a manufacturer's maximum inflation rating. Tires may not be inflated above manufacturer's rating. All tires must be pneumatic. No solid tires. Tire covers, if used, must be removed prior to leaving the head of staging area.

JR34 - WHEELS: Front wheels, five-inch diameter minimum with a minimum spindle diameter of 1/2". Front spindle must be able to retain a cotter pin, or use a nylon locking-type nut, Rear wheels, eight-inch diameter minimum. No modifications allowed to any wheels.

JR35 - TOWING: Tow vehicles in the form of golf cart, three or four-wheel support vehicle is mandatory. Full-size tow vehicles prohibited. Driving of Jr. Drag Racing vehicle through pits is prohibited. Tow vehicle to be operated "ONLY" by an adult or street-licensed individual. The tow strap may not be attached to any point of the roll cage. Tow vehicles must be prepared to proceed down track immediately to retrieve their racer if the racer does not drive back to the time-slip area. Delaying of race operations due to delayed towing will not be permitted. **Only track personnel will recover a vehicle if it becomes disabled on the racing surface. NO JUNIOR DRAGSTER IS PERMITTED TO OPERATE PAST THE TIME SLIP AREA INTO THE PIT AREA.**

JR36 - RETURN ROAD: All competitors will make every effort to drive their vehicle under power to behind the return road barriers following competition. Drivers may operate their vehicle on return road only as far as the time slip area. Speed limit approaching this area is **5 MPH**. Drivers will adhere to the posted speed limits on return road. **Only track personnel will recover a vehicle if it becomes disabled on the racing surface.**

JR37 - PROOF OF AGE: Parent/Guardian must provide a copy of the driver's Birth Certificate at beginning of season and upon any class change request. Drivers must meet the age criteria to participate in any class.

JR 38 - MINOR RELEASE AND WAIVER: Parent/Guardian MUST sign WPD Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement prior to being allowed to enter the racing/competition area in any manner.

JR39 – SAFETY FLAG: Fluorescent or Brightly colored flag Mandatory on all vehicles, attached to Jr. Dragster, anytime vehicle is towed or in staging lanes. Minimum height above ground when attached, 5 feet.

ELECTRIC POWERED JUNIOR DRAGSTER

Requirements and specifications for electric powered Junior Dragsters are the same as those for combustion type Junior Dragsters with the following exceptions:

JRE1 - MOTOR: All vehicles are restricted to a maximum of one rear mounted electric motor mounted in conventional position. Exposed motors must have a shield of .024-inch steel, .032-inch aluminum, or .120-inch Lexan

JRE2 - WEIGHT: Minimum weight less driver is 225 lbs.

JRE3 - BATTERIES: Wet (Free Liquid) batteries prohibited. Absorbed Glass MAT-style batteries are permitted for power source. All batteries must be securely mounted outside of and completely free from driver's compartment.

JRE4 - FUSING: All battery packs must have overload protection. Circuit breakers or fuses are permitted.

JRE5 - IGNITION: All vehicles must be equipped with a switch, attached to the driver with a lanyard, capable of shutting off all power to the motor. A flashing yellow light must be affixed to the top of the roll cage indicating when the electrical system is energized.

JRE6 - MASTER CUTOFF: All vehicles must incorporate a master electrical disconnect switch that must disable all electrical functions. Switch must be located on the deflector plate no more than 3 inches from

the top of the roll cage. Switch must be clearly marked as to "OFF" position. Must disconnect ALL power from motor.

JRE7 - CHARGING: Batteries may be recharged in pit stall only. Polarized plug connection to charger from battery pack mandatory.

JRE8 - VOLTAGE: Maximum permitted operating voltage 144 volts nominal. Voltage checked at battery pack. No load using digital multimeter, maximum fully charged battery pack 156 volts.

TEEN RACING

TR1 - Operation: Participant may only drive the vehicle from the staging lanes to the starting line, on the track, and on the return road as far as the time-slip booth. The licensed supervising adult must drive the vehicle at all other times.

TR2 - Co-Driver The Co-Driver must be the driver's parent, legal guardian, or adult 25 years of age or older, with a valid State driver's license. The Co-Driver must be seated in the passenger seat of the vehicle any time the Driver is in the driver's seat. The Co-Driver must drive the vehicle in the pits, into the staging lanes, and on the return road past the time-slip booth.

TR3 – Driver Youth ages 13 to 17 (up until they have achieved a State driver's license) may be licensed to compete. All runs must be made with an approved Co-Driver. A photocopy of every competitor's birth certificate, and a signed Parent/Guardian Minor Release must accompany all license applications.

TR4 - License All competitors must be licensed by a track official. The license procedure includes a vehicle orientation, a basic driving test and a minimum of 6 approved runs, as follows. An official or Co-Driver must be in the vehicle at all times. To satisfy vehicle orientation requirements, the teen driver must demonstrate familiarity with all the vehicle's primary controls such as pedals, steering, shifter, lights, etc, drivers must perform this orientation test for each vehicle entered in the competition. The teen driver must complete a basic driving test, demonstrating the ability to start the vehicle, select gears, turn, brake, and stop proficiently. The official will make 1 run with the teen as a passenger. This will allow the official to determine the safety and eligibility of the vehicle per elapsed time limits, and orient the teen to track fixtures, starting line, timing system, return road, time slip booth, etc. the teen must make a minimum of (3) approved runs with the official as Co-driver. The teen must make minimum of (3) approved runs with the assigned Co-driver, witnessed by the official, if passed; the official and the Co-driver sign the driver license. Official will deny a License to a driver they feel can not handle the vehicle.

TR5 - Safety Equipment

Seat Belts: MANDATORY for BOTH driver and Co-driver.

Helmets: MANDATORY for BOTH driver and Co-driver

Must be full-bodied Car, Truck, Van or SUV. Convertibles, Jeeps, Motorcycles and race cars prohibited.

Vehicle must pass Winterport Dragway and State safety inspection. Vehicle must be licensed. Muffler and street tires are mandatory. Race cars are prohibited. Electronics are prohibited. All cell phones, radio and/or sound systems of any kind must be turned off at all times.

TR6 – ET Requirements Racers are restricted to 9.00 seconds and slower. If a racer runs faster than 8.50 second they will be disqualified for the remainder of the event.

ALL TERRAIN VEHICLE – (ATV)

All ATV competitors must possess a valid driver's license from their state of residence.

AT1 - BRAKES: Front and rear Mandatory.

AT2 - CHAIN GUARD: Mandatory. Must extend to prevent contact with rider in riding position.

AT3 - CLUTCH COVER: Mandatory.

AT4 - IGNITION: Functional “kill” switch Mandatory. Engine kill switch (tether) attached to rider mandatory 6.99 1/8th mile vehicles.

AT5 - HELMET: SN, SA, M or K-2015 or newer mandatory. See Safety Quick Reference Chart.

AT6 - PROTECTIVE CLOTHING: All riders must have boots/shoes above the ankle, leather gloves and a leather or Kevlar jacket. Any rider running quicker than 6.99 1/8 must also have leather pants. Pants and jacket are not required to be zipped together. Nylon or textile jackets and pants are not permitted. Any rider running 6.39 1/8 or quicker are required to have a one piece leather suit or zip together jacket and pants.

AT7 - THROTTLE: All throttles must incorporate a “snap back” response action.

AT8 - TIRES: All vehicles must utilize “smooth” roadway type tires. Dirt type prohibited. In addition to the above, all vehicles must have a properly secured seat, foot pegs and handle grips.

AT9 - RIDER REQUIREMENTS: Each participant agrees to familiarize himself with all applicable rules and regulations prior to competing in any Winterport Dragway event.

AT10 - NITROUS OXIDE: Prohibited.

AT11 - WHEELIE BARS: May not exceed the wheelbase of the vehicle.

AT12 - STARTING: All vehicles must utilize OEM starters.

AT13 - COMPETITION: Competition with full size vehicles prohibited. All entries must be free of excessive dirt prior to competition.

MOTORCYCLE

All riders are required to have a current and valid motorcycle operator’s license from their state of residence

MC1 - BRAKES: Front brakes mandatory.

MC2 - DRIVELINE: Chain guards mandatory and must extend to protect the rider’s legs and feet when in the riding position.

MC3 - CLUTCH: Clutch covers mandatory on all entries operating a “wet” clutch system.

MC4 - TRANSMISSION: Any motorcycle type transmission permitted, manual or automatic shift.

MC5 - ELECTRICAL: Must have functional ignition kill switch. Engine kill switch (tether) attached to rider mandatory 6.99 and quicker 1/8th mile vehicles.

MC6 - THROTTLE: A “Snap-Back” throttle required on all vehicles.

MC7 - SUSPENSION: Rigid front forks are not permitted on any vehicle. Solid rear struts permitted. Nylon adjustable type straps permitted to limit front fork travel. All excess strap must be secured in a manner to avoid coming free.

MC8 - BODY: All machines must have properly secured seat, foot pegs, and handle grips.

MC9 - NITROUS OXIDE: Nitrous Oxide permitted on bikes going 6.40 1/8th mile or quicker only. Any unsafe vehicle will not be permitted to race.

MC10 - HANDLING: Any vehicle that exhibits unsafe handling characteristics at any time will be disqualified. Excessive wheelies will be considered unsafe and driver will be removed from competition.

MC11 - RIDER REQUIREMENTS: Each participant agrees to familiarize himself with all applicable rules and regulations prior to competing in any Winterport Dragway event.

MC12 - PROTECTIVE CLOTHING: All riders must have boots/shoes above the ankle, leather gloves and a leather jacket. Any rider running quicker than 6.99 1/8 must also have leather pants. Pants and jacket are not required to be zipped together. Nylon or textile jackets and pants are not permitted. Any rider running 6.39 1/8 or quicker are required to have a one piece leather suit or zip together jacket and pants.

MC13 - HELMET: SN, SA, M or K-2015 or newer mandatory. ECE 22.05 models permitted on bikes running 6.50 and slower 1/8 mile. See Safety Quick Reference Chart.

SNOWMOBILE

All snowmobile competitors must possess a valid driver's license from their state of residence.

SN1 - ENGINE: Must be engine specifically designed and manufactured for production snowmobile use. Engine modifications permitted maximum displacement not to exceed 1,500 cc's. Automobile, motorcycle, aircraft or marine engines prohibited.

SN2 - EXHAUST: Any functional silenced exhaust permitted. Exhaust system emission pipe must not protrude more than 3" beyond the chassis or hood.

SN3 - FUEL: Gasoline or racing gasoline only. Nitrous oxide permitted

SN4 - SUPERCHARGER/TURBOCHARGERS: Permitted.

SN5 - CLUTCH: Clutch must be specifically designed and manufactured for snowmobile use. Chains, pulleys, belts and exposed moving parts must be isolated from the driver and other competitors by a securely mounted shield(s), capable of retaining all accidental explosions and allowance impacts. No holes may be drilled in protective shields. OEM clutch covers/guards are permitted only on snowmobiles going 7.00 or slower. For snowmobiles running 6.99 or quicker, a clutch cover/guard which provides 360 degrees elliptical coverage in the direction of clutch/belt travel is required. The cover/guard must be minimum .090" 2024T3, 6061T6, 7075T6 aluminum or .060" steel and be covered by secured fastened, 6" wide, industrial type belt. Belting material must be minimum .125" 2024T3, 6061T6, 7075T6 aluminum or minimum .090" steel are exempt from the belting covered requirement. Snowmobiles with bolted/removable side panel may bolt clutch cover/guard to side panels. Clutch cover/guard must be separate from the cowl.

SN6 - DRIVE TRACK: Track must be a flat type configuration. Paddles, studs and spikes prohibited. All snowmobiles must have a track specifically designed for use on all asphalt surfaces. Track lubrication systems prohibited. Track must be free of visible signs of excessive wear. Serial numbers on all asphalt rubber tracks must appear on the left side.

SN7 - SKIS AND WHEELS: All drive and steering wheels must be of a rubber type, specifically designed for snowmobile use on a dry surface, and installed so as to keep skis from coming in contact with track surface. All skis must be OEM steel, or aftermarket aluminum or steel. End to end ski length must be a minimum of 15" and a maximum of 21". Bolt on side plate extensions are prohibited. Staggered skis are prohibited. Square angles on side plates at front of ski are prohibited. Leading edge of side plates must have a beveled edge.

SN8 - BRAKES: Must be OEM type. Any additional assembly must be added onto the drive axle shaft. Axle shaft may be lengthened to accommodate the additional brake.

SN9 - SUSPENSION: All snowmobiles must have a minimum 1" of travel in the track suspension. Only steel springs will be permitted. Externally activated suspension systems prohibited. Minimum of 4 bogie wheels must be utilized on each side of the rear suspension to prohibit the slide rails from coming into contact with rubber track surface. Use of any external slide rail lubrication system prohibited.

SN10 - CHASSIS: Any modifications which alter the stock appearance of the tunnel are prohibited. Fabricated chassis are permitted but subject to Technical Inspectors review for safety prior to use in competition.

SN11 - FUEL TANK: Fuel cell permitted. Oil injection tank used as fuel tank permitted, Pressurized fuel tank prohibited.

SN12 - SNOWFLAP: All snowmobiles must be equipped with a rear snowflap, fastened to the tunnel in a manner that prohibits the snow flap from being drawn into the rear tunnel enclosure (a simple "W" shaped bracket fixed to the upper portion of the rear tunnel stops this.)

SN13 - MASTER SHUTOFF: Must be equipped with a positive ignition cutoff switch, capable of de-energizing entire ignition system, attached to rider with a lanyard.

SN14 - HELMET: SN, SA, M or K-2015 or newer mandatory. See Safety Quick Reference Chart.

SN15 - PROTECTIVE CLOTHING: All riders must have boots/shoes above the ankle, leather gloves and a leather jacket. Any rider running quicker than 6.99 1/8 must also have leather pants. Pants and jacket are not required to be zipped together. Nylon or textile jackets and pants are not permitted. Any rider running 6.39 1/8 or quicker are required to have a one piece leather suit or zip together jacket and pants.

SN16 - RIDER REQUIREMENTS: 1) Each participant agrees to familiarize himself with all applicable rules and regulations prior to competing in any Winterport Dragway event. 15 year olds with a learners permit can compete but are limited to an ET of 7.00 or slower

GENERAL REGULATIONS ALL VEHICLE CLASSES

**ALL CARS MUST PASS TECHNICAL SAFETY INSPECTION BEFORE ANY RUNS ARE MADE
ANYTHING NOT STATED AS BEING ALLOWED IN THIS RULE BOOK IS NOT PERMITTED,
UNLESS AUTHORIZED BY THE TRACK MANAGER.**

GS1 - AUTHORITY: Any condition considered to be unsafe by any member of the Technical Staff will be adequate grounds for barring or withdrawing a vehicle from participation in any event, until the fault has been remedied to the satisfaction of Technical Staff. The decision of the Technical Staff will be considered final in all Inspection, Classification and Elimination protests or procedures. The Track Manager's decision is final in all cases and he has the right to vary the race procedures and/or rules.

GS2 - BATTERIES: All batteries must be securely mounted to the vehicle. No wet-cell batteries can be relocated into the driver or passenger compartments.

All vehicles with fabricated chassis or relocated batteries, A remote switch must be connected to the positive side of the electrical system and when deactivated shut off all electrical functions in the vehicle. This switch must be extended from the rear of the vehicle and be clearly marked with directions for ON-OFF.

GS3 - ARM RESTRAINTS: Arm restraints mandatory for all opened bodied vehicles.

GS4 - BODIES: Each car in competition, regardless of class, must be equipped with some kind of body (in addition to the frame structure), surrounding the driver and extending forward to the firewall. Bodies must be constructed so as to prevent the driver's arms, legs, or body from coming in contact with wheels, tires, or exhaust system. This includes dragsters. Bodies which have been gutted must have all sharp edges or projections removed from the inside of the body to protect driver from cuts or lacerations and must be suitably reinforced and permanently mounted to the frame or frame structure.

GS5 - BRAKES: Brakes must be in good working order. All single brake axle vehicles must be equipped with one (1) disc brake on each wheel. A minimum of two (2) hydraulic brakes are required on all open bodied cars, all full bodied cars must have 4 wheel brakes. Master cylinder must be above frame. Application and release must be a direct function of the driver. All line locks must be self-returning upon release of switch and return system to normal operating mode.

GS6 - BRAKE LINES: Brake lines must be routed outside the frame or enclosed in a 16" length of 1/8 inch (minimum) walled steel tubing, securely mounted, where it passes the flywheel bell housing area. Copper brake lines prohibited.

GS7 - COOLING SYSTEM: Water only. Antifreeze/glycol prohibited.

GS8 - CONVERTIBLES AND T-TOPS: Convertibles quicker than 8.25 and T-tops quicker than 7.35 must meet roll-bar and roll-cage requirements.

GS9 - CRANK CASE BREATHERS: (valve cover) Positive locking crank case breathers are mandatory on all entries running 5.49 or quicker 1/8 mile.

GS10 - DRIVE SHAFT LOOP: Drive shaft loop mandatory with racing slicks or 7.50 or quicker.

GS11 - EXHAUST: Each car, regardless of the class, must be equipped with exhaust collectors installed in such a manner as to direct the exhaust gasses out of the body away from the car. Flex pipe prohibited.

GS12 - FIRE EXTINGUISHERS: Properly secured onboard fire extinguisher mandatory; except in factory, unmodified street driven vehicles.

GS13 - FIREWALL: Each car in competition must be equipped with a flame proof and fuel proof firewall including fiberglass or carbon fiber extending from side to side of the body and from the top of the engine compartment upper seal (hood, cowl, or deck) to the bottom of the floor and/or belly pan.

GS14 - FLOORS: All cars not having floors must be equipped with floor pans made of .024 steel or .032 aluminum, which must extend the full length and width of the driver's compartment, to the rear of the driver's seat.

GS15 - FLEXPLATE/TRANSMISSION SHIELD: All cars running quicker than 6.99 1/8 mile using any automatic transmission must be equipped with a SFI 4.1 shield or a 1/4" steel shield covering the unit. All cars running quicker than 6.29 must be equipped with a flexplate shield meeting SFI 30.1

GS16 - FRAME: All butt-welds must have visible reinforcement. Grinding of welds not permitted. All welding on chrome moly (4130) tubing must be done by approved heliarc (TIG) process. Mild steel welding must be done by approved MIG (wire feed) or TIG process. Welds must be free of slag or porosity, or any other form of contamination.

GS17 - FUEL SYSTEMS: No component of the fuel system may be mounted inside the driver's compartment, or on the firewall except fuel pressure regulator or isolator or fuel block. It must be mounted as far away as possible from the flexplate/flywheel area.

GS18 - FUEL LINES: Entries with altered fuel systems (other than electric fuel pumps), must have a fuel shutoff valve or switch within easy reach of the driver and located in the main fuel line between the fuel tank and the carburetors and/or injectors. Fuel tanks, lines, or other units containing fuel should be completely isolated from the driver's compartment by a firewall, completely sealed so as to prevent any

fluid from entering the driver's compartment. Lines may not be in drive shaft tunnel. Rubber hose is limited to 12" lengths maximum for connection purposes only.

GS19 - FUEL TANK: A positive locking gas tank cap is required. All entries must have sufficient tank capacity to make full runs without refueling. Adding of fuel after the engine(s) has started is strictly prohibited. Top of fuel tank must be below top of rear tires. Plastic fuel cells must have a metal box protecting the part of the cell that would be outside the body lines or trunk floor. Front mounted cells must be protected by at least 1-1/4" .058 cm or .118 ms tubing if mounted outside of steel body or frame. Non metal fuel tanks or fuel cells must be grounded to the frame

GS20 - GENERAL: All nuts, bolts, and component parts on each car's suspension system, chassis, and running gear, must be secured with either lock nuts, lock washers, or cotter keys, and must have at least one full thread showing through nut.

GS21 - GROUND CLEARANCE: Minimum of 3 inches from front end to centerline of front spindle and 2 inches for the remainder of the car except for oil pan / diaper, headers and wheelie bars. All entries must be high enough to not interfere with the function of the timing system.

GS22 - HARMONIC BALANCERS: SFI 18.1 mandatory on entries running 6.49 or quicker 1/8 except Stock production vehicles

GS23 - HEAD PROTECTOR: In any car where a roll bar or roll cage is installed, a padded head protector must be provided at the back of the driver's head and constructed in an attempt to prevent injury upon impact. The roll bar or cage must be padded wherever it may come in contact with the driver's helmet. Adequate padding should permit approximately 1/4 inch compression. The use of weather stripping and similar thin or low impact resisting materials is prohibited. A padded roll bar or cage alone is not acceptable as a padded head protector unless it is within 4" of the driver's helmet.

GS24 - HELMET AND GOGGLES: Snell 2015 or newer helmet required. Drivers of any open-bodied car wearing an "open face" helmet, must wear protective goggles. Modifications to helmet/visor/shield are prohibited. All helmets must have the appropriate certification sticker affixed inside the helmet.

GS25 - HUB CAPS: Hub caps must be removed for inspection of lug nuts. Snap-on hub caps must be left off while in competition.

GS26 - IGNITION: Aftermarket electronic ignition boxes and related accessories may not be modified from factory specifications. Each car in competition must have an ignition switch or magneto "kill-switch" in good working order, located within easy reach of the driver.

GS27 - INTERIOR: Seats must be securely mounted and made of a suitable material so as not to give way under impact.

GS28 - LIQUID OVERFLOW: All cars in competition must be equipped with a system that will prevent excess fluids from spilling onto the racing surface. Minimum "catch-can" capacity: 1 pint.

GS29 - MASTER CUTOFF: Mandatory if battery is relocated. It must be located on the rear of all entries and must break the positive side battery supply to the competition vehicle. If the switch is mounted to facilitate a push or pull activation, it must be positioned in a way where off is in the push position. If the switch is mounted in any other fashion, it must be labeled in a way that is clearly identifiable as to which way off is positioned. Plastic or keyed switches are prohibited.

GS30 - NEUTRAL SAFETY SWITCH: Mandatory on all entries with automatic transmissions to prevent the vehicle from being started while in gear.

GS31 - NECK COLLAR: Neck collar mandatory for competitors running 6.39 or quicker. SFI 38.1 Head and neck restraint may be used. When a Head and neck restraint is used a head sock or helmet skirt meeting SFI 3.3 is required.

GS32 - NITROUS OXIDE INJECTION SYSTEM: All bottle relief valves must have bulkhead fitting on tank. All bottles must be securely mounted, stamped with minimum Dot -1800 pound rating. Nitrous Oxide bottle(s) located in driver compartment must be equipped with a relief valve and vented outside of the driver's compartment. Nitrous Oxide bottles located in the trunk or rear of the entry must be equipped with a relief valve and vented outside of the drivers compartment or be completely isolated from the drivers compartment by a firewall that is properly sealed to prevent gas from entering the drivers compartment. System must be commercially available and installed per manufacturers recommendations. Nitrous Oxide is prohibited from being in any other pressurized container on any entry other than a manufacturer's nitrous bottle. All Nitrous bottles must be recertified every 5 years and stamped to indicate the last inspection date. All systems must be activated by a wide open throttle switch and utilize all manufacturers safety products. The use of any commercially available thermostatically controlled bottle warmer is accepted. The use of any other method of externally heating nitrous bottles is prohibited.

GS33 - OIL SYSTEM: All tanks, accessories and related lines must be affixed in a way to prevent accidental leakage during competition.

GS34 - PARACHUTE: Required on all machines that exceed run of 125 mph on 1/8 mile. Cars running 150 mph in the 1/8 mile must have two parachutes with one release handle. Drag chutes must have their own independent mounting bracket (a grade 8 sleeved bolt must be used) and must not be the same bracket as the shoulder harness.

GS35 - PRESSURIZED BOTTLES: All pressurized bottles must meet and be engraved with appropriate DOT rating 1,800 lbs minimum.

GS36 - PROTECTIVE CLOTHING: See Safety Quick Reference Chart.

GS37 - REAR END: Any automotive type rear end is permitted. All housings and seals must be free of leaks.

GS38 - ROAD WORTHINESS: Should a vehicle prove to be faulty or handle poorly during the event, the Track Manager or Technical Staff shall have the right and responsibility of removing the car from competition until the necessary repairs or adjustments to make the vehicle road worthy have been made and approved.

GS39 - ROLL BARS: Roll bar (7.35 or quicker for full bodied cars with unmodified floorboards and firewalls)

GS40 - ROLL CAGE: Roll cage (6.39 or quicker for full bodied cars with unmodified floorboards and firewalls)

GS41 - SEAT BELTS: (DRIVER RESTRAINT SYSTEMS) Seat belts are required for all vehicles. A 5-point harness is required for all vehicles required to have a roll bar or roll cage (SFI 16.1 within 2 years of manufacture date). Track Management may allow an extension beyond 2 years of manufacture date if the belts remain in "like new" condition. This extension MUST be renewed at each regularly scheduled Tech Inspection, and may NOT extend beyond 5 years of manufacture date.

GS42 - SHOCK ABSORBERS: Shock absorbers must be free of leaks and seepage. Coil Over type shocks must have all spring retention plates in place. Coil springs cannot be cut or visibly heated.

GS43 - STEERING: Each car's steering system will be inspected to determine its condition. Steering must be determined safe by the Technical staff.

GS44 - THROTTLES: Each car, regardless of class, must have a foot throttle incorporating positive acting return springs attached directly to the carburetor throttle arm. A positive stop or override prevention must be used to prevent linkage from passing over center and sticking in an open position. Throttle cables or linkages are permitted in all applications.

GS45 - TRACTION BARS: All bars must not be longer in overall length than one-half the wheel base of the car. Traction bar may extend into the drivers compartment.

GS46 - VENT TUBES: (BREATHERS) All tubes must vent into frame or chassis or expansion tank. Positive locking crank case breathers are mandatory on all entries running 5.49 or quicker 1/8 mile.

GS47 - WHEELS & TIRES: Hubcaps must be removed for inspectors, who will check for loose lugs, cracked wheels, worn or oversize lug holes, spindles, axle nuts, cotter pins, etc. Snap on hubcaps or tie wrap wheel covers are not permitted on any class car during competition. Tires will be visually checked for condition, pressure, and must be considered safe by the Technical Staff prior to any runs by the vehicle. Recapped tires are prohibited. All street tires must have a minimum of 1/16" tread depth. Metal screw-in valve stems mandatory in tubeless tires front and rear of all entries running 7.49 and quicker 1/8 mile.

GS48 - WINDOW NET: SFI 27.1 Window net mandatory in any full-bodied car if roll cage is required.

GS49 - WINDSHIELD & WINDOWS: Windshields, and/or windows on all competition vehicles, when listed under Class Requirements, must be OEM or of shatterproof polycarbonate type material.

2024 Race Vehicle Safety Equipment Quick Reference

REQUIRED	7.50 and Slower	7.49 to 6.40	6.39 to 6.00	5.99 to 4.50	4.49 and Quicker
Helmet SN2010	REQUIRED				
Helmet SN2015	OPTIONAL	REQUIRED	REQUIRED (Full Faced)	REQUIRED (Full Faced w/Shield)	
Helmet SN2015	OPTIONAL	OPTIONAL	OPTIONAL (Full Faced w/Shield)	OPTIONAL (Full Faced w/Shield)	REQUIRED (Full Faced w/Shield)
Shirt, Shoes, Socks, Long Pants (Sleeveless Shirts and Tank Tops Prohibited)	REQUIRED				
Jacket (SFI 3.2A/1)	OPTIONAL	REQUIRED			
Jacket and Pants (See Notes)	OPTIONAL	OPTIONAL	REQUIRED (SFI 3.2A/1) (SFI 3.2A/5 if over 125MPH)	REQUIRED (SFI 3.2A/5)	REQUIRED (SFI 3.2A/5)
Gloves** (SFI 3.3-1)	OPTIONAL	OPTIONAL	OPTIONAL	REQUIRED @ 5.39	REQUIRED
Neck Collar (SFI 3.3)***	OPTIONAL	OPTIONAL	OPTIONAL	REQUIRED	REQUIRED
Arm Restraints** (SFI 3.3)	OPTIONAL	OPTIONAL	OPTIONAL	OPTIONAL	REQUIRED
** - 3.3 arm restraints and 3.3-1 gloves are mandatory on all on open bodied entries *** - If SFI Spec 3.3 neck collar is required and driver opts to use head and neck restraint system instead, then SFI Spec 3.3 head sock or SFI Spec 3.3 skirted helmet mandatory.					
ROLL BAR	Mandatory for all vehicles 6.40 to 7.35 (NOTE) - Roll cage is mandatory if entry has an altered floor or firewall, or if vehicle exceeds 135 mph. (NOTE) – Roll Bar not required on 2008 and newer OEM <u>unaltered</u> vehicles running 6.40 or slower				
ROLL CAGE	Mandatory for all vehicles 6.399 and Quicker				
WINDOW NET	Mandatory SFI 27.1 window net if vehicle if required to have a roll cage. Net must be secured inside the cage at the bottom.				
5 POINT HARNESS	Mandatory for all vehicles that are required to have Roll Bar or Roll				
PARACHUTE	Single Parachute Mandatory on all vehicles running 125 to 149.99 MPH Dual Parachute mandatory on any vehicles running 150 MPH or quicker				

Motorcycles and Snowmobiles

REQUIRED	7.50 and Slower	7.49 to 6.40	6.39 to 6.00	5.99 to 4.50	4.49 and Quicker
Helmet SA2010/M2010	REQUIRED				
Helmet SA2015 /M2015	OPTIONAL	REQUIRED	REQUIRED	REQUIRED	
Helmet SA2015 /M2015	OPTIONAL	OPTIONAL	REQUIRED	REQUIRED	REQUIRED
Shirt, Shoes, Socks, Long Denim Pants (Sleeveless Shirts and Tank Tops Prohibited)	REQUIRED				
Leather Jacket	REQUIRED	REQUIRED	REQUIRED	REQUIRED	REQUIRED
Leather Pants	OPTIONAL	REQUIRED @ 6.99	REQUIRED (Perimeter zip together or one-piece required)	REQUIRED (Perimeter zip together or one-piece required)	REQUIRED (Perimeter zip together or one-piece required)
Leather Gloves	REQUIRED	REQUIRED	REQUIRED	REQUIRED	REQUIRED
Leather Shoes (Must go over the ankle)	REQUIRED	REQUIRED	REQUIRED	REQUIRED	REQUIRED
Eye Protection	REQUIRED Full Face Shield or Goggles (Impact Resistant)	REQUIRED Full Face Shield or Goggles (Impact Resistant)	REQUIRED Full Face Shield Required	REQUIRED Full Face Shield Required	REQUIRED Full Face Shield Required
Rider Attached Tether (Positive Ignition Kill)	OPTIONAL	REQUIRED (6.99 and quicker)	REQUIRED	REQUIRED	REQUIRED
ALL VEHICLES MUST CONFORM TO CLASS SPECIFIC VEHICLE REQUIREMENTS AND OUTLINES IN THE WPD RACER'S HANDBOOK					

Junior Dragster Series

COMPETITION CLASS	TRAINEE Age 5 (20.00 or Slower)	YOUTH Age 6 to 7 (13.90 or Slower)	NOVICE Age 8 to 9 (11.90 to 13.89)	INTERMEDIATE Age 10-12 (8.90 to 11.89)	ADVANCED Age 13-18 (7.90 to 8.89)
Helmet SN2015	REQUIRED	REQUIRED			
Helmet SN2015	OPTIONAL	OPTIONAL	REQUIRED	REQUIRED	REQUIRED
Helmet SN2020 SFI 24.1	OPTIONAL	OPTIONAL	OPTIONAL	OPTIONAL	OPTIONAL
Jacket (SFI 3.2A/1) (Long pants Required-Nylon or athletic type prohibited)	REQUIRED	REQUIRED			
Jacket and Pants (SFI 3.2A/1)	OPTIONAL	OPTIONAL	REQUIRED	REQUIRED	REQUIRED
Gloves (SFI 3.3-1)	REQUIRED	REQUIRED	REQUIRED	REQUIRED	REQUIRED
Neck Collar (SFI 3.3)***	REQUIRED	REQUIRED	REQUIRED	REQUIRED	REQUIRED
Driver Restraint System (SFI 16.1 / 16.2 5 Point Minimum)	REQUIRED	REQUIRED	REQUIRED	REQUIRED	REQUIRED
Arm Restraints (SFI 3.3)	REQUIRED	REQUIRED	REQUIRED	REQUIRED	REQUIRED
*** - Head and Neck Restraint System Substitute Allowed					
SAFETY FLAG (Fluorescent or Brightly colored Flag)	Mandatory on all vehicles, attached to Jr. Dragster, anytime vehicle is towed or in staging lanes. Minimum height above ground when attached, 5 feet.				
CLASS DIAL-IN RECTIONS	***NO COMPETITOR CAN DIAL-IN LOWER THAN THE CLASS CUTOFF AT ANY TIME*** Any vehicle entering competition with a dial-in lower than that allowed by their competition class will automatically be dialed in at the minimum dial-in for their class				
NOTICE	Any competitor running quicker than 7.50 in the eighth-mile or 4.10 in 330 feet or faster than 89.99 mph at any time during Eliminations or Time Trials will be disqualified from the event and subject to additional disciplinary action in the sole and absolute discretion of WDA.				

HANDY CHARTS AND FORMULAS

Displacement = bore x bore x stroke x .7854 x # of cyl.

Volumes:

bore x bore x 12.87 x depth of deck clearance

= volume (cc's) of deck clearance

bore x bore x 12.87 x thickness of head gasket

= volume (cc's) of head gasket

Comb Chamber CC's + Gasket CC's

Deck CI CC's + (Displacement x 2.0483)

Compression

= Ratio

Comb Chamber CC's + Gasket CC's + Deck CI

CC's

*2.0483 for 8cyl *2.7311 for 6cyl *4.0967 for 4ccyl

PIE = "pie" PIE = 3.1416 radius² = radius x radius

Circumference = PIE x diameter

Area of circle = PIE x radius²

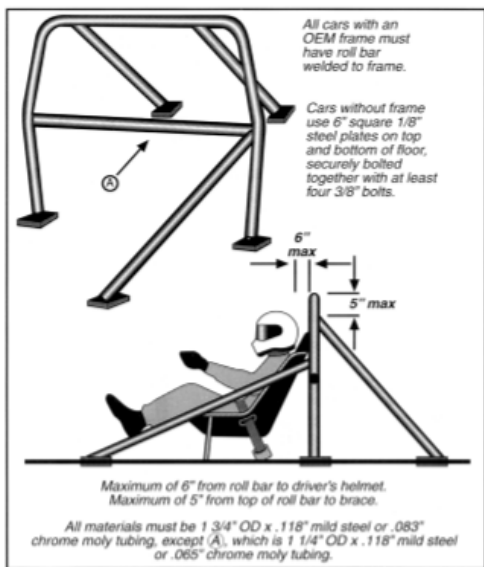
Volume of cylinder = PIE x radius² x height

Weights

Oil 1 gallon = 7.0 lbs 1qt = 1.75 lbs.

Gas 1gallon = 6.2 lbs 1qt = 1.55 lbs

Water 1gallon = 8.4 lbs 1qt = 2.10 lbs



ALTEREDS, FUNNY CARS
7.50 seconds E.T. and slower

Helmets must be a minimum of 3" behind front bar

28" MAX.

REAR VIEWS

When using 2 uprights, they may be 1" x .049" wall, minimum.

#1 Funny Car and front engine dragster use tubing code B. All others use code A. There shall be a minimum of 6 points of attachment on all vehicles (except: rear engine dragsters 5 points). Front engine dragsters may use 5 point 1 5/8" OD, or 6 point 1 1/2" OD.

#2 If over 18", dimension (D) becomes (E), and (C) becomes (D).

#3 If an X or K is used then 5/8" .058", otherwise E.

RED, FED Altered and Funny Car Tubing Code			
	O.D.	Chrome Moly	Mild Steel
A	1 1/2	.065	.118
B	1 5/8	.065	.118
C	1 3/8	.058	.118
D	1 1/4	.058	.118
E	1 1/8	.065	.118
	3/4	.058	.118
F	1	.049	.118
	1 1/4	.058	.118
	1 3/8	.049	.118
G	5/8	.058	.118
H	1	.058	.118
I	1 1/4	.049	.118