



2010 Racer Handbook



www.PuebloMotorsportsPark.com

Welcome to Drag Racing at Pueblo Motorsports Park

Pueblo Motorsports Park Staff and Management welcome you to Pueblo Motorsports Park. 2010 marks our 36th year of drag racing at one of America's most complete motorsports facilities. To help you enjoy your participation at PMP we have prepared this racer handbook that includes general rules and information covering drag racing events at PMP.

The National Hot Rod Association (NHRA) sanctions drag racing events at PMP. The 2010 NHRA Rulebook is the primary authority in matters of technical inspection, safety procedures, and race operations unless otherwise noted in these rules. Specific exception will be noted in this handbook. E.T. Bracket Racing at PMP is part of the SUMMIT E.T. RACING SERIES in the NHRA Division 5.

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

Speed limit in the pit area, return road, and other areas is 15 MPH or less if conditions dictate and no burnouts are allowed anywhere except in the burnout box. Violators who are endangering others with reckless and inconsiderate driving habits (whether it be in/on a race vehicle or pit vehicle) will be expelled from the race facility with the entire crew and race vehicle. Upon entering the race, racers agree to abide by the aforesaid rules and that all interpretation of rules, questions and protests are left up to the final discretion of the race officials and may be changed if the situation warrants such action. In any event the Race Master has the final word. Pueblo Motorsports Park is an NHRA Member Track. We recommend you purchase a 2010 NHRA Rule Book which contains complete rules.

Class Designations

Class Designation	Tree	Time Breaks (Seconds)
SUPER PRO*(S/P)/BOX*	.5 FULL	7.00 - 12.70
PRO E.T.(PRO)/NO BOX	.5 FULL	9.50 - 13.80
SPORTSMAN/NO BOX	.5 FULL	12.50 & SLOWER
HIGH SCHOOL (HS)	.5 FULL	11.50 & SLOWER
FRIDAY NIGHT TROPHY CLASSES	.5 FULL	7.50 & SLOWER
JR DRAGSTER (8-9)** (JD/1)	.5 FULL	12.90 & SLOWER***
JR DRAGSTER (10-12) (JD/2)	.5 FULL	8.90 & SLOWER***
JR DRAGSTER (13-17) (JD/3)	.5 FULL	7.90 & SLOWER***

* Compulink Cross Talk ** No Auto Start in JD1 *** JD1, JD2, JD3 classes run on 1/8-mile timing.

PMP FACILITY

Track PA System/FM Station

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

Tech Card

Purchase your tech card at the Front Gate on weekend events and at the Tech Building on the Friday Night Drag program. Once you have purchased a tech card, **no refunds or exchanges. All vehicles need to be race-ready upon entering facility.**

Technical Inspection at the Bud's Propane Tech Building

After filling out your tech card, proceed with your vehicle to the Bud's Propane Tech Building, located on the North-east side of the staging lanes. Please, **DO NOT** come to tech until your tech card is filled out completely. A tech inspector will check your vehicle, give you a wristband and put your number on your vehicle. (Write-On for your dial-in is for sale at the Tech Building) Helmets are also available for rent at the Tech Building (\$15 a day).

Reserved Pit Area

A reserved pit space diagram will be available at the Front Gate area to identify open pit spaces that are available for racers to use. Please respect the reserved pit spaces. No reserved pit spaces in the Friday Night Drag program. If parking in a pit space becomes a problem please see the Racemaster at the Tower for assistance. Go to the pit area, park and prepare your vehicle to race. Please help the track and fellow racers by allowing as many racers as possible to park in the pit area and open pit spaces. Please read all racer information given at the front gate before proceeding to tech inspection. Spaces may be saved by the track for special programs. Do not park/pit in a handicap area, unless proper placards are displayed. Reserved pit space availability can be reviewed and purchased at the Tower at a cost of \$45 per year (A \$5 discount if you also register for points).

Pit Area

Go back to the pit area and wait for the announcer to call your class and lane number before heading back to the staging lanes for your next run down the race track. The message board in the front of the staging lanes may also display class times.

Restricted Area

The following areas are defined as restricted areas that require the release and waiver of liability form signed and wristband worn to have access to the following:

- a. The area past the head of staging lanes
- b. The burnout and adjacent areas
- c. The drag strip and shutdown area
- d. The return road to point of entry to pits
- e. Trackside areas between the guardwalls and primary spectator fences

Staging Lanes

Listen to the P.A. System for your call to the lanes. Come to the lanes **only** when your class and assigned lane is called. The message board in the front of the staging lanes may also display class times for time trials and eliminations. When your lane or class is next, be ready to race—your helmet on (helmets are available for rent at the Tech Building), your seat belt fastened properly and all windows up. Once you have entered the staging lanes, do not switch lanes, stay with your vehicle, and keep your cell phone off. During eliminations, dial-in must be on the vehicle and cannot be changed after you pass the staging lane yellow line prior to entering the water box.

Yellow Line

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

Water Box

Cars will be guided in this area by an official. Start burnout only when starting line/water box staff instructs you to do so. This is where the clock operator reads your number and dial-in from the control room. **Number and dial-in must be located on the right side of the windshield and passenger side window.**

Finish Line

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

Scoreboard Return Road

Only to be used by the Junior Dragsters.

End of Track

If you are experiencing stopping problems, **GO STRAIGHT INTO THE SAND TRAP**. Never attempt to turn right while traveling at high speed. Making a high-speed turn is not recommended.

Return Road

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

Closing Time

Gate will be LOCKED one hour after the completion of final round. This gives racers ample time to receive trophies, load trailers, clean up pit area, etc. Race Master holds all rights and rulings for enforcement of penalties.

Animals

Animals must be kept on a leash at all times and in the owners pit area. Leashes cannot exceed 6 feet. You must clean up after the pets in your pit area. Bring your pet at your own risk and owner will be responsible for all animal's actions

RACER INFO

Release and Waiver of Liability Agreement Form

Must be signed at the Tech Building by all drivers, participants and crew. You will receive a wristband and **ONLY** those with wristbands will be allowed to enter the restricted area. A different colored wristband will be issued to drivers and only those with that band will be allowed to drive. Racers will be allowed to have a maximum of two member crews sign the release and waiver to receive their wristband. Racers shall apply their wristband on the left arm and crew shall apply their wristband on the right arm. **Tampering with or transfer of wristbands = disqualification.**

Minor Racer Waiver

Racers 16 & 17 years of age must have a current 2010 signed Minor Release/ Waiver of Liability Form signed by **both** parents or legal guardians (forms available at track) as well as a valid drivers license or NHRA license. In the case of a single parent (by means of divorce, death, or court order) or legal guardian (by court order), a court document showing sole custody must be provided and a written notation must be made on the Minor Release Form.

Competition Number

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

Warm Up Procedures

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

Lane Choice

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

Dial-In

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

Once a pair of cars cross the staging lane yellow line going to the burnout, they can NO longer change the dial in on their vehicle, unless the normal flow of racing is halted for more than 5 minutes due to rain, track clean up or an incident. The Racemaster will communicate with the affected competitors that their dial-in may be changed. No dial-in changes unless Racemaster has communicated permission. Competitor may be subject to disqualification if dial-in changes are made without Racemaster permission. If there happens to be a re-run, dial-ins may be changed between runs.

Time Trial/Race Verification

Keep your wristband accessible on your left arm as you will need to present it to the staging lane officials before each run.

Burnouts

Burnouts are allowed in burnout area only. Forward motion only. Only cars without front brakes or authorized cars are permitted to cross the starting line after burnout. Vehicles doing motion burnouts are not allowed to be under power while crossing the starting line. As vehicles back up to the starting line area, vehicles must be at a minimal speed (especially those drivers who do not have the benefit of a crew member to assist them). If a contestants car should break and cannot backup or be pushed back, it is not permitted to turn around on the track and drive back to the starting line. Crossing the center line during a burnout is not a disqualification. No person is permitted to hold or touch cars during burnouts. Street tires are not allowed in the burn-out box area.

Pre-Stage

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

Staging

Inch your vehicle forward until the second small yellow light (stage) on the Starting Tree is lit and prepare for the three amber-colored spotlights to count down to the green light. (Leave on the 2nd or 3rd amber light depending on the reaction of you and your vehicle). A Pro Start is when all three amber lights come on at one time and then go to the green light. On a Full Tree, the countdown between lights is 5-tenths of a second while on a Pro Tree, the countdown is 4-tenths of a second. Courtesy Staging (allowing your competitor to pre-stage, prior to your staging) is in effect in all Pro Tree classes

Once vehicles are in the staging lanes for a run, it is considered a pair and must be prepared to fire and race. If a competitor breaks after this point, they will have **one minute** to stage the car before his competition will receive a competition bye. If a competitor loses fire after the burnout, they will have approximately **20 seconds** to re-fire and stage the car. The final decision will be up to the starter.

Deep Staging is allowed with the courtesy of the word "DEEP" being written on the window so that the competition and the starter can see it. It is the responsibility of the driver to get in deep without holding up the other competitor. It is NOT the starter's responsibility to throw the starter switch any differently than normal.

To be a legitimate race winner, a contestant's vehicle must self-start and self-stage. This rule also applies to single runs. Push starting a vehicle or push staging any vehicle is prohibited. Staging must be done in a forward motion going from pre-stage to stage position.

If both drivers of a race leave the line before the start system is activated, both times are disqualified for the run. A driver on a single run would advance, however, any ET or MPH posted will be void.

If both vehicles in a race should experience mechanical problems and neither is capable of crossing the finish line, both would be eliminated. Drivers or crew cannot push their vehicles to complete a run. If this should occur in a final round, a rerun would be called for in a time frame determined by the Racemaster or other means of decision may be considered (i.e., reaction time).

Starter's Authority

The official starter has the final starting line control of each race as it is being conducted. After proper staging and receiving the starter signal to go, it is not allowable to restage or a second attempt. Failure to stage upon the starters instructions is grounds for disqualification. Any driver leaving the starting line before the start system is activated, or is instructed by the official starter will have his/her time voided from the run. If both vehicles leave the starting line before the system is activated then both vehicles will be disqualified. A racer will have 20 seconds to pre-stage after the opponent has pre-staged, if not, it is grounds for disqualification at the discretion of the starter.

Race Time

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

Time Slip

Pick up at the first building you come to. This tells you your reaction time (.000 is perfect on pro or full, .400 or .500 tree), 60', 330', 660', 1000', 1320' elapsed times and 660' / 1320' MPH. Your time slip also gives you the same information about your competitor as well as which racer was the winner during eliminations. (MOV stands for "margin of victory").

Disqualification

Should a driver receive a red-light foul start and the opposing driver should cross the lane boundary line, the latter infraction would prevail and the driver committing the foul start would be reinstated. In determining lane boundary crossing violations, it is considered a disqualification when any portion of a tire completely crosses

the painted line surface. In cases where both opponents cross the centerline or outside line, both drivers will be disqualified. Anytime it has been judged that excessive braking has resulted in loss of control that results in contact with the guardrail and/or light fixtures, or crossing the center boundary lines, the contestant will be disqualified. Contact with guardrail, barriers, or any other track fixture (rubber cones, when used, are considered visual aids not fixtures) is grounds for disqualification and/or other actions. Intentional crossing of boundary lines to leave the track or avoid depositing debris on the track is not grounds for disqualification.

Eliminations

Go to your assigned lanes when called by the P.A. System. Only winners or buybacks return when called. Ladder sheets are posted in the front of the staging lanes for qualified/laddered classes. All Eliminations are run on a "round-robin" basis after third round, which means winning racers must return immediately to the tech lanes to be laddered or directly to staging for the next round of competition. **If 75% of your class is in the staging lanes and ready to race, competition will start and you will forfeit the race. You will have 15 minutes after your previous race to return back to the staging lanes to resume eliminations. If you are entered in two races at the same time, you will have 10 minutes after your last run to return back into the other competing race.**

Elimination Round – Bye Criteria

First round elimination bye is determined by the Racemaster randomly choosing a chip (1 left, 1 right, 2 left, 2 right, etc.). Racers will be eligible for only one bye in a race. If all remaining racers have received a bye, the criteria to select the next bye will be the best reaction time in the previous round of eliminations. The only exception is a laddered race where a racer may have received a randomly selected bye in first round and the ladder determined an additional bye.

Buybacks

The 1st round losers may buy back into competition in the ET Series Category and Gambler (Box/No Box) Category. Buy backs will be purchased in the staging lanes after the class is in the staging lanes before the next round. Any participant that makes a pass (accepts the tree) without having purchased the buyback run, will be disqualified, immediately, from the event and have 25 points deducted from season points totals. No shows in first round will be eligible for buybacks. All buybacks will compete in their same designated class and will accrue ½ the normal points upon winning rounds, when applicable. The 2nd round buybacks will race buybacks and winners will race winners. An odd number of buybacks will require the worst reaction time winner in 1st round to compete in the buyback section (winner will have lane choice).

Entering Multiple Classes in One Day

A competitor may enter into two offered classes per day. It will be the racers responsibility to return back to the staging lanes if one of the classes has been called to the lanes and is in the staging lanes. **If you are entered in two races at the same time, you will have 10 minutes after your last run to return back into the other competing race, if the second class has been called to the staging lanes for the next round of eliminations.** The cost to purchase the second tech card for the second class will be \$30.

Re-Runs

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

Break Out Rules

Contestants who run below their dial-in during elimination's are disqualified with the following expectations:

- a. When an opponent foul starts or crosses a boundary line
- b. On a single run
- c. When both drivers run under the dial-in, the driver who is the least under is the winner
- d. If two contestants run under by the same margin to the thousands of a second, the driver crossing the finish line first is the winner

Substitute Car / Driver

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

Passenger

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

Tow Vehicles

Must have a competition number and dial-in displayed on the right side of the windshield and passenger side window.

Motorized Vehicle Policy (Auxiliary Pit Vehicles)

As dictated by our insurance carrier and the National Hot Rod Association (NHRA) for 2010, Pueblo Motorsports Park requires that all pit and other unlicensed or off-road vehicles have a season sticker prominently displayed on the vehicle and a registration agreement on file with the Pueblo Motorsports Park offices. In consideration for being permitted to utilize and operate a motorized pit vehicle on the Pueblo Motorsports Park premises at any 2010 season event or activity, the vehicle owner and/or competition entrant shall complete the 2010 Pueblo Motorsports Park Pit Vehicle Registration and Agreement. There is no charge to register pit vehicles. You can download the registration form at: http://www.pueblomotorsportspark.com/forms/2010_Pit_Registration_and_Agreement.pdf

NO pocket rockets. Drivers of all motorized vehicles must be sixteen (16) years of age and carry a valid driver's license. Any misuse of a pit vehicle will result in the racer losing their racing privileges for the day. A second offense will result in the loss of racing privileges for the remainder of the season. A racer refusing to register their vehicle will be asked to put it away and if found still utilizing it will lose their racing privileges for the day. All vehicles **MUST HAVE HEADLIGHT & TAILLIGHTS AFTER DARK**. Pueblo Motorsports Park reserves the right to confiscate pit transportation of any violators. NO skateboards, roller blades, and no kids under 16 years of age on bicycles. All Pit Vehicles **MUST** drive on the appropriate side of the road. Dusk and nighttime bring added concern for safety. Please be careful.

Crew Members

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

Crew Member Vehicles

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

Compulink Cross Talk Tree (CCT)

If your class has a Cross Talk tree, **the top bulb on the starting tree will flash on in both lanes at the same time** then continue down in the slower vehicles lanes. The bulb will remain on for the quicker vehicles then count down, as normal. **If you DO NOT wish to have the tree Cross Talk to your lane when you are**

the quicker vehicle, place an “N” behind your DIAL-IN to deactivate. It is the driver’s responsibility to watch for the “-” (minus sign) in front of the dial-in on the scoreboard indicating CCT is OFF. No re-runs, as the final responsibility is that of the racer to check the scoreboard for your CCT request. CCT Applies only to Super Pro and Box.

Trophies/Winnings

Trophies will be handed out at the Tower. Every intention will be made to present monetary winnings immediately after the event is completed. We will send 1099 forms to those winning \$600 or more per year. Reporting amounts below \$600 is the responsibility of the racer

Slicks/Street Tires

Slicks or approved tires will only be allowed to stage in the groove.

Approved tires include:

ALL RACING SLICKS
MICKEY THOMPSON ET DRAG RADIALS & ET STREETS
BF GOODRICH TA DRAG RADIALS
NITTO NT 555R
HOOSIER QUICK TIME PROS
HOOSIER DOT RADIAL
DOT DRAG RACE APPROVED

All other street car tires will be required to stage outside of the groove. **NO EXCEPTIONS.**

POINTS SERIES INFO AND FEES

Registered Racer

The cost to become a Register Racer in 2010 is \$45.00. However, if Registered racer reserves a pit space, \$5.00 will be discounted from this cost or \$40.00 will be the total charge.

Benefits of becoming a Pueblo Motorsports Park Registered Racer include:

- Earn points towards Pueblo Motorsports Park season championship
- Potential to earn team spot on the Pueblo Motorsports Park Division 5 Summit E.T. Racing Series Team to be competed in Topeka Kansas.
- Access to designated Tech Lane.
- Reserved pit space fee discount
- 10% discount on PMP souvenirs
- Will be eligible for a Gold Card for 2011. One Gold card per class will be issued in the classes of Sportsman, Pro, Super Pro, JD 1, JD2 and JD3.
- Will be eligible for the Class Winner Trophy/Jacket for each class at the end of the season.

Registered Racer/Substitute Driver (Team Driver)

Must register as a team at the original time of registration. To add a “B” driver the cost is \$20 for backup driver registration for that class. A “C” driver may also be added and allowed to participate in one event annually at a cost of \$20. Only one driver allowed per event. Team drivers must be designated on the tech card and the vehicle as either the “A”, “B” or “C” driver. “A” driver will be listed on result/points. “B” and “C” Driver should have “B” or “C” circled behind competition number. Number is paired with the VEHICLE and DRIVER. Changes in either must be brought to the attention of Tech. Backup drivers will not be allowed to compete in the Division 5 finals, unless the team is not filled. Backup drivers are not required to participate in the “A” race vehicle.

NHRA Competition Number and Membership

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

NHRA Competition License

Required for all competitors with vehicles running **9.99 or quicker or over 135 mph**. Forms are available on the web at www.nhra.com. All license applicants must have their physical examination completed with the original NHRA forms filled out by a physician before making any qualified license runs.

Points

Are awarded to Registered Racers only for the Summit E.T. Series, Scholarship Series and Jr Dragster Series. The point structure can be found in the 2010 NHRA rulebook on 3.3.

Aerospace Components King of the Track

The “King of the Track” race of champions will be run near the end of the season. All race winners from Super Pro, Pro ET, Sportsman, Box, No Box and High School may participate in the race of champions. Back up drivers are not allowed to compete in the Aerospace Components King of the Track.

Tie Breaker

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

Super Pro, Box, Trophy with Slicks

- Designated as “electronics permitted” E.T. handicapped classes.
- Computer, unless OEM stock, and Stutter boxes – PROHIBITED
- Delay boxes, transbrake, line lock, automated shifter, shift timer, throttle stop, starting line and or “high side” rev limiters permitted. Compulink Cross Talk Tree will be active, except for Trophy with Slicks class. Any other attachment prohibited. Delay box may only display delay amount dialed in; analog or digital display permitted. Inspectors must be able to identify all direct wiring clearly. Trophy with Slicks category will only be eligible for trophies.

Tech Card Entry Fee

Summit ET Series Super Pro Tech Card	\$50
Box Category Tech Card	\$50
Friday Night Drag – Trophy with slicks	\$25
Buyback (1st round only) Super Pro/Box	\$20
Buyback (1st round only) Trophy w/slicks	\$10

Payout Structure for Super Pro and Box

Winner	\$450
Runner Up	\$200
Semifinalist	\$100
Quarter finalist	\$50

Based on more than a 32 car field. Fewer than 32 cars will result in payout reduction, only winner, runner up and semifinalist will receive payout.

Pro E.T., No Box, Trophy with Street Tires

- Designated as “electronic prohibited” E.T. handicapped classes.
- Permitted are Original Equipment Manufacturer (OEM) electronics, tachometer, automated shifter, two step rev limiter, transbrake and dual line-locks. Prohibited are throttle timers and any aftermarket electronics (i.e. delay boxes, counters, timers, etc). See www.NHRA.com for a list of accepted transmission brake buttons.
- *See the 2010 NHRA Rulebook General Rules Regulation Section 8.2 for further details. Any system that does not fit the description in General Regulations 8.2 is prohibited and must be*

corrected before the vehicle will be passed at technical inspection. Further discovery of delay device, adjustable or nonadjustable, or other prohibited electronic device at any time following technical inspection will be grounds for immediate disqualification from the event, loss of points for the season, and/or loss of competition privileges at Pueblo Motorsports Park for six months from the time of infraction. The suspension can be appealed to the General Manager for review.

Tech Card Entry Fee

Summit ET Series Pro Tech Card	\$50
No Box Category Tech Card	\$50
Friday Night Drag – Trophy with street tires	\$25
Buyback (1st round only) Pro/No Box	\$20
Buyback (1st round only) Trophy w/street tires	\$10

Payout Structure for Pro ET and No Box

Winner	\$450
Runner Up	\$200
Semifinalist	\$100
Quarter finalist	\$50

Based on more than a 32 car field. Fewer than 32 cars will result in payout reduction, only winner, runner up and semifinalist will receive payout.

Sportsman, No Box, Trophy with Street Tires

- Designated as “electronic prohibited” E.T. handicapped classes.
- Permitted are Original Equipment Manufacturer (OEM) computer.
- Data recorders, delay boxes, transbrakes, automated shifter (unless OEM), throttle stops and stutter boxes PROHIBITED. Two wheel line locks only are permitted. Single stage rev limiter permitted. Must not effect down track RPM in any way. Crank trigger is PROHIBITED unless OEM distributorless ignition. Slicks are permitted and mufflers are optional.

Tech Card Entry Fee

Summit ET Series Sportsman Tech Card	\$45
Friday Night Drag – Trophy with street tires	\$25
Buyback (1st round only)	\$20
Buyback (1st round only) Trophy w/street tires	\$10

Payout Structure for Sportsman Class Only

Winner	\$200
Runner Up	\$100
Semifinalist	\$50

Fewer than 20 cars will result in payout reduction. (Winner and Runner Up guaranteed as posted)

Friday Night Drag Scholarship Program

- All participants must have a valid driver’s license (no temp/restricted licenses allowed) or NHRA license.
- Both High School and College attending students will be allowed to participate.
- If possible, High School and College students will be divided until final rounds of competition.
- Open to full bodied cars, 11.50 seconds & slower. (Full bodied cars have full fenders, hood, grille, top, windshield and functional doors.)
- Open or closed exhaust allowed.
- Drag slicks allowed with driveline loop (13.99 seconds & quicker).
- Racers 16 and 17 years of age must have a signed 2010 Minor Release and Waiver of Liability Agreement Form by **both** parents or legal guardians.
- Trophies awarded for Winner and Runner-up

- Top four in points at the end of the season will be eligible for scholarships. (If less than 15 racers participate in this program on average the scholarship amount may be decreased. Management has the right to divide the program in two, High School and College, if the program has enough participation. Scholarships may also be divided between the two groups.)
 - 1st Place \$2,000. 2nd Place \$1,000 3rd Place \$500 and 4th Place \$500.
- Top four High School Competitors in School points are eligible to represent Pueblo Motorsports Park at the Summit E.T. Racing Series Finals.
- Permitted are Original Equipment Manufacturer (OEM) computer.
- No rev limiter unless it is Original Equipment Manufacturer (OEM)
- Two wheel line loc only.

Tech Card Entry Fee

Friday Night Drag – High School Scholarship Program Tech Card \$20

Jr. Drag Racing Series

- Racers age 8 to 17 competing in the Jr. Drag Racing Series will have seven events to race for points (see Schedule for dates). Racers must be registered to earn points. Points will be accumulated for each racer in one of three classes:
 - **JD 1** Ages 8-9 12.90 & slower
 - **JD 2** Ages 10-12 8.90 & slower
 - **JD 3** Ages 13-17 7.90 & slower (Must have chrome moly chassis to run 8.90 & quicker)
- Driver must be the minimum age for the Age Group class. Likewise, a driver can compete in a lower Age Group class if his or her birthday falls after Jan. 1 of the current year. If the racers age changes during the race season, the racer may 1) race in the class that they began the season, 2) race in the older age class all season, and may only run as quick as their age allows, or 3) change classes after their birthday. Class changes will not allow a racer to move points to the new class.
- All classes are handicapped, 0.500 full tree, dial-your-own eliminations. Breakout rules apply.
- Non-compliance of rules will follow the consequences per the 2010 NHRA Jr. Drag Racing League Rulebook.
- Registered Racers may qualify to compete at the 2010 NHRA Jr. Drag Racing League Western Conference Finals hosted by Bandimere Speedway, July 5 - 10.
- One “Pull Back” per run allowed in JD1 (8-9 year olds), only.
- Class is qualified by reaction time in time trials and ladder for round one. Sportsman ladder.
- Trophies to Winner, Runner-Up, & Semi-Finalists.

Tech Card Entry Fee

Junior Dragster Tech Card \$40

Time Only's

Time Only's will be allowed at all events. Time Only's will have designated lanes that will be defined at the Tech Building. Time Only's can run during time trials with respective class. No Time Only's until completion of second round of eliminations has been completed.

Tech Card Entry Fee

Friday Night Time Only \$20

Weekend Event Time Only \$35

Licensing

May be completed at all events. Please plan to start the licensing runs early. Most license passes require 6 passes and may take the whole day. No guarantee's on the number of passes per day.

Tech Card Entry Fee

Licensing Tech Card \$50

Spectator

Friday Night Drag Program Spectator Charge - \$4 per person

Weekend Event Spectator Charge - \$7 per person

GOLD Card privileges and Rules:

- Pueblo Motorsports Park Gold Cards are valid for one race participant
- Pueblo Motorsports Park Gold Cards are non-transferable
- Pueblo Motorsports Park Gold Cards won by 2009 participants are valid for racing entry fees only in the class it was won during the 2009 season.
- Pueblo Motorsports Park Gold Cards are not allowed for Jackpots, high dollar bracket races. The ruling of the association controlling the event is the final word.

RAIN OUT POLICY

Race Event: Participant

NO REFUNDS

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

Race Event: Spectator

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

Test Event: Participant

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

Test Event: Spectator

NO REFUNDS

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS. They are intended as a guide for the conduct of the sport of Drag Racing and are in no way a guarantee against injury or death to a participant, spectator or official.

The Race Master shall be empowered to permit minor deviation from any of the specifications herein or impose any further restrictions. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS. Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final.

-Solutions Management, LLC, Pueblo Motorsports Park.



Pueblo Motorsports Park 2010 Racer Handbook Understanding

I, _____, have read and understand the 2010 Pueblo Motorsports Park Racer Handbook. I will follow all rules and guidelines as described within the handbook.

Printed name

Signature

Car number

Date

Please complete this form, detach and return to
Solutions Management, LLC, Pueblo Motorsports Park staff.

