



Welcome to Oxford Dragway  
Route 26 Oxford, ME  
[www.oxforddragway.com](http://www.oxforddragway.com)

2011 Racer's Handbook  
12.3.10

This handbook is designed to familiarize the new racer with general race procedures, as well as providing a refresher for those who have been part of Oxford Dragway racing community in the past.

The handbook is divided into separate sections outlining general safety, race procedures, and items for specific race categories, plus a section for first time racers.

The Management of Oxford Dragway reserves the right to make changes to the rules and procedures outlined in this handbook. Revisions to this handbook will be made available at Oxford Dragway race events, as well as being published to the Oxford Dragway web page.

#### **Who We Are**

Oxford Dragway is located on Route 26 in Oxford, Maine. We are located directly behind Oxford Plains Speedway. We are a 1/8<sup>th</sup> mile drag racing facility serving all of Maine and Northern New England.

#### **Track Statistics**

Track Length: 660'  
Shutdown Length: 720'  
Total Length: 1380'  
Timing Equipment: TSI  
Scoreboards: TSI  
Sanctioning Body: International Hot Rod Association (IHRA)

#### **Contact Information**

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#### **Sanctioning Body Information**

Oxford Dragway is proud to be an IHRA sanctioned facility. This is the result of Oxford Dragway's continued commitment to excellence and having met the requirements set forth by the IHRA to operate under the prestigious IHRA banner. Racers and fans alike can be assured that the facility, race programs, and track operations are of the utmost professionalism based on our IHRA sanctioning.

Due to our involvement with the IHRA, we highly encourage all racers to become IHRA members. However, it is not a requirement with the exception being racers in classes that require specific licensing credentials.

For More information on the IHRA, or how to become a member, see [www.ihra.com](http://www.ihra.com). The following are some of the benefits associated with IHRA membership:

IHRA Rulebook  
One-year subscription to Drag Review Magazine  
IHRA Jacket Patch  
IHRA Decal  
Membership and License card

Plus:

- IHRA members are covered with an additional \$250,000 medical insurance policy every time they race at IHRA Member Tracks
- Only IHRA members may compete in the IHRA Bracket Finals or any IHRA Divisional or National event
- At any time, if you are required to hold credentials, Oxford Dragway will only accept IHRA Driver/Rider Credentials
- Cost of membership is only \$60.00
- ***Get your IHRA membership application in the Oxford Dragway Tower***

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## Oxford Dragway Handbook Disclaimer

The International Hot Rod Association (IHRA) sanctions Oxford Dragway. The rules and regulations outlined in this handbook are designed to establish an orderly flow of racing events, as well as to set forth minimum acceptable requirements. Requirements specified in the current IHRA Rule Book shall be in effect at all Oxford Dragway race events and take precedence over information contained in this handbook. No express or implied warranty of safety shall result from publication of 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 a participant or spectator. A participant agrees that he/she bears the ultimate responsibility at all times for the safety of their vehicle and its equipment and ensuring he/she complies with all applicable safety and procedural rules. Oxford Dragway reserves the right to update this handbook at any time.

## General Rules Statement

By signing a Tech Inspection Card, participants are acknowledging their agreement to familiarize themselves with all applicable rules and regulations outlined in the current IHRA Rule Book and Oxford Dragway Racer's Handbook.

All persons on the premises of Oxford Dragway (including, but not limited to: owners, sponsors, drivers, crewmembers, and spectators) are invitees of the track management. Permission to occupy the premises may be revoked at any time at the sole and absolute discretion of the Track Manager.

All vehicles entered into competition must be available for a safety inspection at any time. Track Officials may reject improperly prepared vehicles.

Although there are specific penalties for certain infractions of the following General Race Day Procedures, as well as other sections of this Racer's Handbook, the Track Manager or his/her designee reserves the right to impose lesser or more stringent penalties based on the circumstances surrounding the infraction. In the event a circumstance is not outlined within General Race Day Procedures portion of this handbook, as well as other sections of the handbook, the Track Manager or his/her designee may elect to use the current IHRA rulebook for clarification or resolution of a particular situation. In all cases, the Track Manager or his/her designee will make the final decision.

## General Race Day Procedures

### Track Operations

**Children:** an adult must accompany all children under the age of 12 at all times. Parents/Guardians are responsible for the actions of their children at all times.

**Bicycles:** Bicycles are not allowed anywhere in the staging lanes or restricted areas. In accordance with Maine State Law, children 16 and under must wear a helmet when operating a bicycle on Oxford Dragway property at any time.

**Scoters:** Small electric or gasoline engine driven scooters are allowed for use within the pit area only. These vehicles cannot be used as tow vehicles by any competitor, nor will they be allowed in the staging lanes or restricted areas.

**Roller Blades/Roller Skates and Skateboards:** The use of roller skates, roller blades, or skateboards on Oxford Dragway property is prohibited. Individuals found using these devices will have them confiscated.

**Cool Down Period:** Oxford Dragway Track Officials will endeavor to provide a 15-minute cool down period between rounds. However, due to curfew constraints, the Track Manager or his/her designate may impose a shorter cool down period on a case-by-case basis. All vehicles must be prepared to enter the staging lanes and be ready to race within 15 minutes of the previous round unless otherwise directed.

**Credentials:** Drivers must possess a valid state driver's license to race at Oxford Dragway. Motorcycle riders must possess a valid state motorcycle license to race at Oxford Dragway. Snowmobile competitors must possess a valid state driver's license. An IHRA or equivalent NHRA Competition License is required for drivers of all vehicles running 6.39 seconds or quicker. Junior Dragster racers must possess a valid IHRA or equivalent NHRA Competition License. All drivers must present their class license and valid operators license when turning in their tech card.

**Crew Members:** Drivers are responsible for the conduct and actions of all crewmembers and may be subject to any penalties in conjunction with the specific violation.

**Deep Staging:** The practice of deep staging is allowed in specific classes. The word DEEP must be placed on both sides of the vehicle and the front windshield so the starter and tower officials are aware of the racer's intentions. Any competitor who wishes to deep stage must stage their vehicle first. It is not the responsibility of the starter to wait for a vehicle to deep stage.

A missed deep stage is not grounds for a re-run.

**Dial-Ins:** All race vehicles must have the dial-in on the left side window, and the rear window of the car. Dragsters or open-bodied vehicles must place the dial-in on both sides of the vehicle. The dial-in must be clear and legible at all times. The dial-in must be on your vehicle before you leave staging. Dial-ins may only be changed after a lengthy delay (oil down, weather delay, etc.); however, you must inform the tower and your opponent. Once you have staged your vehicle you have accepted your dial-in and/or your opponent's dial-in. If you notice the wrong dial-in for you or your competitor do not pre-stage or stage the vehicle. Signal a track official and advise them of the incorrect dial-in.

There will be no reruns due to an incorrect dial-In.

**Drug and Alcohol Policy:** Illegal Drugs are not allowed on Oxford Dragway Property any time. Any person discovered to be in possession of illegal drugs will immediately be turned over to local law enforcement authorities.

**CONSUMPTION OF ALCOHOLIC BEVERAGES DURING OXFORD DRAGWAY OPERATING HOURS IS FORBIDDEN.** Any individual found to be consuming alcohol while race operations are being conducted will be subject to the following actions:

First Offense: Surrendering of all alcoholic beverages on their person and verbal warning from Track Manager.

Second Offense: Surrender of ALL alcoholic beverages from their person, and immediate removal from Oxford Dragway premises.

Third Offense: Surrender of ALL alcoholic beverages from their person and immediate suspension from Oxford Dragway premises for 90 days.

ANY RACER FOUND TO BE IN POSSESSION OF ALCOHOL DURING RACE OPERATIONS WILL IMMEDIATELY BE DISQUALIFIED AND ALL POINTS UP TO AND INCLUDING THAT EVENT WILL BE SURRENDERED.

If alcohol is consumed after race operations are complete for the event, it must be done within the individuals pit area. No open containers are allowed. It is the racer's responsibility to ensure minors are prohibited from consuming alcohol. Any minors discovered to be consuming alcoholic beverages by track staff will result in the immediate eviction of the offender and the racer occupying the pit area in which the infraction occurred. Local law enforcement may also be notified.

Any racer, crewmember, or spectator believed to be under the influence of alcohol or illegal drugs, and is acting in a manner threatening to other individuals, or to general order at the facility, will be evicted immediately and prohibited from Oxford Dragway for one year from the date of incident, and local law enforcement will be notified of the incident.

**Electrical Outlets/Power Receptacles:** No racer or crewmember may plug into any Oxford Dragway power receptacle without prior permission from the Track Manager. Any racer found to be in violation of this may be immediately evicted from the premises and all points will be surrendered for the date of infraction.

**Hazardous Waste:** Racers are responsible for their crewmembers. Any person discovered to be dumping gas, oil, or antifreeze on the ground, or failing to report a spill to Track Management, will be subject to the following penalties based on the seriousness of the infraction:

1. Eviction from Oxford Dragway Property
2. Forfeiture of all points accumulated up to and including the date the violation occurred
3. Suspension for the remainder of the season for the second offense
4. Liability for any cleanup costs incurred by Oxford Dragway

**Speed Limit:** All competitors and crewmembers are required to adhere to the posted speed limits within Oxford Dragway. Pit area speed limit is posted as 5 MPH. This applies to all competition vehicles as well as tow vehicles and private vehicles operating within the confines of Oxford Dragway.

Individuals violating the posted speed limit will be subject to the following disciplinary actions:

1. First Offense: A written warning. The name, points number and registration number of the vehicle, plus the name of the individual will be recorded and held on file for the remainder of the season.
2. Second Offense: Eviction from Oxford Dragway for that day and loss of all points for that day as well.
3. Third Offense: Eviction from Oxford Dragway for that day, suspension for 30 days, and loss of all points accumulated up to and including the date of offense.
4. Fourth Offense: Suspension for Oxford Dragway for one year from Date of offense and loss of all points.

Racers are responsible for the actions of their crewmembers. A violation by a crewmember will be treated as a violation by the racer.

NOTE: If in the opinion of Oxford Dragway management, an incident is indicative of gross negligence or wanton disregard for this provision, a more stringent penalty may be imposed without regard to prior incidents or history.

**Illegal Entry:** Anyone discovered to be hiding persons in the back of their vehicle or trying to gain illegal access to Oxford Dragway will be evicted immediately and prohibited from entering Oxford Dragway for the remainder of the season. Points members will lose all points accumulated up to and including the date of the offense. This provision will apply to all occupants of the vehicle. All violators are subject to prosecution under Maine State Law.

**IHRA Rule Book:** The IHRA Rule Book will be in effect at all races and utilized as outlined in the General Rules Statement. All Safety Rules provisions will adhere to the IHRA Rule Book.

**Operating Hours:** Oxford Dragway operates under a noise curfew which takes affect at midnight each day. Friday nights the pit gates will open at 5:00 PM. Normal race time is between 6:00 PM and Midnight. The track will be secured and the gates closed 30 minutes after the last run. On Saturday, the gates will open at 11:00 AM. Normal race time is between 1:00 PM and Midnight. The track will be secured and the gates closed 30 minutes after the last run of the evening. Special and major events follow a different schedule.

**Overnight Camping:** Competitors are allowed to remain overnight on Oxford Dragway property. However, permission to do so must be obtained from the Track Manager prior to. There is no cost

associated with competitor camping. However, no overnight guests may, at any time, utilize Oxford Dragway utilities such as water and electric.

The dumping of waste tanks on Oxford Dragway property is strictly forbidden. Waste tanks include "gray water" and "black water" (septic) from any mobile housing vehicle. Violations will result in eviction from the premises, surrendering all points to date, and possible fine based on the size of spill.

Noise discipline will be in affect and enforced from midnight until 8:00 AM the following morning. During this time period, there will be no use of power tools, or starting of vehicles of any sort. Also, individual noise discipline is also in affect for this period, meaning music, voices, and group discussions should be kept at a minimum to ensure others are not disturbed.

Violation of the noise discipline policy will result in a single warning by the Track Manager. Subsequent violations may result in eviction and/or revocation of camping privileges at the discretion of the Track Manager.

**Rain Check Policy (Racers):** On regular race dates, a race day is considered complete once first round of eliminations is completed for any one class. In the event the second round of eliminations for any one class, and the event is "rained out", all purse monies will be divided equally amongst the remaining competitors in the completed class. Points will be awarded in accordance with the current points program. No rain checks will be issued for this group.

If a class has not completed first round of eliminations due to weather conditions or other unforeseen circumstances, a rain check will be issued on the day of the race only. If a rainout is declared, racers may leave the premises without delay of waiting at the ticket booth to receive their rain check. All Tech cards submitted, up to the time that the rain out is declared, will be retained by tower personnel and marked as a rain-check. Upon return to a subsequent scheduled race event at the track, inform the ticket booth personnel that you have a rain check card from the rained out event and it will be available to you at that point. During major events, rain checks will be issued in accordance with regular points day procedures. In the event of a rain out where all classes have not finished one round of eliminations, all racers and crewmembers will receive a rain check.

Cash refunds are not given under any circumstances.

**Rain Check Policy (Spectators):** Once racing of any sort commences, including Time Trials and Test & Tune, no spectator rain checks will be issued. In the event a program is cancelled before racing begins, spectators will be given a rain check for a follow on regular race day. The rain checks cannot be used for special events.

Oxford Dragway is not responsible for the appearance, performance, or any breach of contract between the drivers/owners of any scheduled cars on the track.

Cash refunds are not given under any circumstances.

**Restricted Access:** Competitors are allowed one crewmember to enter beyond the head of staging. Only Racers and one Crewmember with appropriate wristband will be allowed into the restricted area. This individual must remain behind the starting line at all times. Dragsters and Altereds not equipped with front brakes are allowed one crewmember in front of the starting line area to aid in backing the car and assist with staging. A crewmember may not touch the vehicle at any time and must immediately return to the area behind the double yellow line once the vehicle is staged. Anyone wishing to videotape their vehicle for evaluation purposes must obtain prior clearance from the Track Manager or his/her designee.

During race operations, the staging area is off-limits to all spectators. Individuals wishing to cross the staging area must do so at the top of the staging lane area; at no time will spectators walk between the vehicles in the staging lanes.

**Schedule:** Up to date Oxford Dragway schedules are available at [www.oxforddragway.com](http://www.oxforddragway.com). Printed

schedules are available at the ticket booth. However, printed schedules may or may not include recent changes or additions. Oxford Dragway reserves the right to add, change, or remove scheduled events from the competition schedule.

**Special Events/Exhibition Races:** Oxford Dragway is not responsible for no-shows or weather related cancellations of special events. Oxford Dragway is not responsible for the appearance, performance, or any breach of contract between the drivers/owners of any scheduled cars on the track.

**Track Officials:** Track Officials must be obeyed at all times. If you do not understand the track rules, be sure to ask a track official for assistance prior to proceeding to the staging lanes or starting line. Any racer, crewmember, or spectator who verbally or physically abuses any track official will be subject to the following penalties:

First Offense: Immediate eviction from Oxford Dragway and loss of all points accumulated up to and including the date of the offense and/or police arrest

Second Offense: Immediate eviction from Oxford Dragway, loss of all points, 30 day suspension, and /or police arrest

Third Offense: Immediate eviction from Oxford Dragway, loss of all points, suspension for one year for date of violation, name provided to IHRA for banning purposes at all IHRA events and tracks, police arrest

**Tower Access:** Individuals may enter the tower to address a specific situation or need. Once the particular situation is addressed, all visitors must leave the area. Individuals are asked to stay out of the control room while race operations are under way.

## Competition Rules and Procedures

**Bracket Finals:** All racers wishing to participant in the IHRA Bracket Finals must be a member of the IHRA and hold the required racing credentials. Driver credentials form any other sanctioning body will not be accepted by IHRA Officials for this event. Only Oxford Dragway points members are eligible to participate in the IHRA Bracket Finals. The participation of Oxford Dragway in the IHRA Bracket Finals is at the sole discretion of the Oxford Dragway Board of Directors.

**Breakage:** All vehicles are considered race ready once they cross the top of staging. Any self-starting vehicle that loses fire or stalls and cannot restart in eliminations will be disqualified if they are unable to stage under their own power. Crewmembers are prohibited from assisting or touching any self-starting vehicle once it has crossed the double yellow line before the burnout area. Any vehicle that is unable to start in the staging lanes will be disqualified under the following conditions:

Their laddered opponent is ready to race and stages the vehicle

The vehicle is unable to proceed before the round of competition is complete.

Under no circumstances will a delay of more than 2 minutes be allowed whether in the staging lanes or starting line. During eliminations, if an Oxford Dragway official directs a competitor to stage because their pairing is unable to proceed in the allotted time, they must do so or be subject to disqualification. In the event a vehicle is unable to stage during time trials, the driver will not be allowed to make up that round.

**Burnouts:** Burnouts are limited to the concrete pad area only and are not permitted on the return road, in the pit area, or in the staging lanes. With the exception of Altereds and Dragsters not equipped with front braking systems, no vehicle may burn out across the starting line. Altereds and dragsters not equipped with front braking systems may cross the starting line under power. Racers must be in the water box and ready to begin their burnout when the vehicle ahead of them is staged and ready to race, or as directed by the Water Box technician. This procedure is put in place to prevent inordinate delays in completing a race program.

**Break Rule:** If a vehicle breaks after receiving the green light, the pass need not be competed to receive round win status. However, a vehicle must record a reaction time under its own power in order for the run to be considered valid.

**Bye Runs:** Bye runs for first round eliminations will be awarded to the racer with the best reaction time during the final round of time trials for that class. In the event two racers record identical best reaction times, the racer who recorded the time first will be awarded the bye run. Subsequently, the bye run will move down the ladder as racing progresses. At no time will a competitor receive more than one bye run during eliminations until all other remaining competitors have received one. Single passes due to breakage are not considered bye runs.

**Cameras:** Film or digital cameras may not be used within any vehicles engaged in competition/ Any driver or c-driver found using a film or digital camera within a vehicle during a run will be subject to removal from Oxford Dragway at the discretion of the Track manager or his/her designee. Crewmembers wishing to photograph a run in a restricted area must obtain permission from the Track Manager or his/her designee.

**Centerline Violations:** Any vehicle that comes in contact with the centerline boundary will be immediately disqualified from competition. The “first or worst” rule applies in these situations. For example, a competitor who commits a centerline violation will be disqualified and lose the round even though their competitor initiated a red light start.

**Cellular Phones:** The use of cellular phones by the driver or co-driver while in competition is prohibited. A vehicle is considered “in competition” once they enter the staging lanes.

**Competition Single:** A competition single (also known as a break single) is not considered a bye run. In order to advance to the next round of eliminations, the competitor must stage the vehicle under its own power and record a reaction time. The competitor is not required to make a complete run.

**Cool Down Period:** Oxford Dragway Track Officials will strive to provide a minimum of a 15-minute cool down period between rounds. However, due to curfew constraints, the Track Manager of his/her designate may impose a shorter cool down period on a case by case basis. All vehicles must be prepared to enter the staging lanes and be ready to race within 15 minutes of the previous round unless otherwise directed.

**Credentials:** Drivers must possess a valid state driver’s license to race at Oxford Dragway. Motorcycle riders must possess a valid state motorcycle license. Snowmobile competitors must possess a valid state driver’s license. An IHRA Competition License is required for drivers of all vehicles running 6.39 seconds or quicker. Junior Dragster racers must possess a valid IHRA Competition License. Teen Championship Racers must present a valid IHRA TCR Series competition license.

All drivers must present their class license and valid operator’s license when turning in their tech card.

Anyone under the age of 18 who wishes to compete in any Oxford Dragway program must obtain and provide an executed IHRA parental waiver. Additional Information may be found under “Minors”.

**Crew Members:** Drivers are responsible for the conduct and actions of all crewmembers and may be subject to any penalties in conjunction with the specific violation.

**Deep Staging:** The practice of deep staging is allowed in specific classes. The word DEEP must be placed on both sides of the vehicle and the front windshield so the starter and tower officials are aware of the racer’s intentions. Any competitor who wishes to deep stage must stage their vehicle first. It is not the responsibility of the starter to wait for a vehicle to deep stage.

NOTE – A missed Deep Stage does not constitute grounds for a re-run.

**Dial-Ins:** All race vehicles must have the dial-in on the front window, left side window, and the rear window of the car. Dial-ins located on the rear tire is not acceptable. Dragsters or open-bodied vehicles must place the dial-in on both sides of the vehicle. The dial-in must be clear and legible at all times. The dial-in must be on your vehicle before you leave staging. Dial-ins may only be changed after a lengthy delay (oil down, weather delay, etc...) however; you must inform the tower and your opponent. Once you have staged your vehicle you have accepted your dial-in and / or your opponent's dial-in. If you notice the wrong dial-in for you and your competitor do not pre-stage or stage the vehicle. Signal a track official and advise them of the incorrect dial-in. There will be no reruns due to an incorrect dial-in.

Motorcycles which are not equipped with dial-in boards may verbally give their dial in to track personnel during the drivers meeting. Any subsequent changes may be completed by informing the tower or the head of staging. Once a vehicle moves beyond the head of staging, no dial-in changes are allowed.

**Excessive Braking:** The practice of excessive braking has the potential for creating an unsafe condition for the participant and their opponent. Excessive braking to avoid a breakout run will result in immediate disqualification of the competitor, loss of all points accumulated the date of the offense, and forfeiture of payouts for the eliminator. Subsequent violations within the same calendar year may be grounds for revocation of competition privileges.

Whether or not an excessive braking situation is grounds for disqualification shall be determined at the sole and absolute discretion of the Track Manager or his/her designee.

**Flag System:** In order to aid the calling of vehicles to the staging lanes, a color-coded flag system will be used. Corresponding Flag colors are as follows:

**Fridays**

Street – Green Flag  
Nostalgia – Blue Flag  
Test and Tune – White Flag  
Ladies Race – Pink Flag  
Sleds – Gray Flag  
Special Events – Black Flag

**Saturdays**

Top ET – Red Flag  
Modified – Blue Flag  
Motorcycles – Black Flag  
Test and Tune – White Flag  
Special Events – Gray Flag

In the event Friday classes are run on a Saturday, or vice-versa, the flag color assignments will be announced via the public address system and at the driver's meetings.

Flag color assignments are subject to change. Check the ticket booth for current color assignments on race dates.

It is the driver's responsibility to remain aware of the flag color being raised to ensure efficient race operations.

**IHRA Rule Book:** The IHRA Rule Book will be in effect at all races and utilized as outlined in the General Rules Statement. All Safety Rules provisions will adhere to the IHRA Rule Book. Oxford Dragway management reserves the right to mandate additional safety measures as deemed necessary.

**Jack Stands:** At no time will competitors or crewmembers work under a vehicle supported only by a jack. Jack stands or other approved supportive devices must be used.

**Ladders:** Competition ladder for first round of eliminations will be generated randomly by timing tower personnel using the TSI timing system. In the event a ladder cannot be generated in this manner, random

drawing of tech cards will be used to generate the ladder. See Ladder Generation Addendum within this handbook.

For special events, such as Quick 8 or Quick 16 formats, the ladder will be established based on the rules governing a specific event.

The competition ladder will be read at the driver's meeting and posted at the base of the timing tower prior to eliminations, and updated following each round.

It is the responsibility of the racer to know who their opponent is prior to entering the staging lanes. This will help facilitate an orderly flow of cars and prevent unnecessary delays. Tech representatives will ensure the pairings are accurate and direct competitors into the appropriate staging lanes.

**Lane Assignment:** Racers may select the lane they wish to run in during time trials by entering the appropriate staging lanes. For the left lane, racers would proceed to lanes 1 through 3. For the right lane, racers will proceed to lanes 4 through 6. Lanes will be filled on a first come, first served basis. If lane choice is important to you during time trials or qualifying, you are encouraged to be prepared and enter the lanes early. During eliminations, racers should refer to the Lane Choice procedure. Oxford Dragway reserves the right to change this policy based upon car counts on any given race day. On regularly scheduled points days and special events, time trials will follow a predetermined schedule. Once you have entered a staging lane, you may not cross over to another lane unless directed to do so by an Oxford Dragway Track official. Racers are only authorized one time trial per session. The total number of time trials allowed during an event is contingent upon car count, weather, and delays of the race program. All racers must be ready to race once they are in the staging lanes.

**Lane Choice:** It is the responsibility of the racer to coordinate lane choice with their competitor. In most cases this is accomplished by a coin toss. Track Officials are not responsible for choosing lanes and will not mediate any lane choice dispute. Both vehicles must be race ready when they cross the top of staging. Any inordinate delay will result in both vehicles being eliminated. Lane jumping in the staging lanes, or after crossing the top of staging, is strictly prohibited. Anyone caught "lane jumping" during eliminations will be subject to disqualification.

**Laptop Computers:** Laptop computers (data loggers) are allowed but may not be used in the vehicle during eliminations.

**Licensing:** Drivers wishing to run 6.40 seconds or quicker must possess a valid IHRA competition license for the class in which they are competing. IHRA license applications are available in the tower and must be completed before entering the staging lanes for license runs. A request for license runs must be made in order to ensure adequate observation by the Track Manager or his/her representative. All drivers must complete a cockpit orientation test conducted by a Tech Department representative prior to requesting licensing runs. Drivers making license runs must clearly print the letters "LIC" on the front, side, and rear windows before leaving the staging lanes. Only single passes will be allowed.

**Master Disconnect Switch:** Whenever a battery is relocated to the trunk, the vehicle must be equipped with an external master disconnect switch. This switch must be clearly labeled and immediately disconnect the positive side of the battery. To determine the switch operates correctly, the tech inspector will turn off the switch with the vehicle running. If this action does not shut the vehicle down, the switch is installed incorrectly and the vehicle will fail the inspection. Drivers should ensure the alternator charge wire is connected to the positive side of the switch. This isolates the alternator from the rest of the electrical system. Drivers should check with the switch manufacturer to ensure it is properly installed.

In all cases, the master disconnect switch, including the OEM style ignition switch, must also shut off the electric fuel pump regardless of the battery location.

**Minors:** Anyone under the age of 18 that wishes to participate in any Oxford Dragway program, including Street class events, must provide a valid driver's license and properly executed IHRA Minor Waiver Form. The Minor Waiver form is only available from the track and may not be a photocopy or fax copy. Both

parents (and Legal Guardians) must sign the form and it must be notarized. If only one parent has sole custody, proof must be provided; otherwise both parents/legal guardians must sign the form. Fully executed forms will be accepted in the timing tower. This form will be verified against the individual's driver's license before a racer wristband will be issued. The individual's name will be kept on file indicating a Minor Waiver Form has been completed. This form must be updated annually.

**Neutral Safety Switch:** All entries equipped with an automatic transmission must be equipped with a working neutral safety switch. The driver of any street legal vehicle that was originally equipped by the manufacturer with a clutch interlock switch to prevent starting the vehicle while it is in gear must ensure it is operational.

**Nitrous Oxide:** The use of Nitrous Oxide is permitted in accordance with current IHRA guidelines. External heating of Nitrous Oxide bottles with an open flame is strictly forbidden. Only acceptable thermostatically controlled heating devices may be used.

**Numbers:** All competing vehicles are required to have a designated vehicle number clearly displayed on their vehicle. Oxford Dragway personnel do not assign Numbers. Permanently numbered vehicles not enrolled in Oxford Dragway points program may use that number during points events only if a regularly enrolled racer in that class is NOT utilizing the number. In the event of duplicate numbers within a class, the non-points member must change his/her number for that event. Competition numbers must be a minimum of four (4) inches high and one (1) inch wide. Class designations must be at least three (3) inches high and one (1) inch wide. Dial-ins must meet the same size standards as competition numbers.

**Pairings:** During eliminations, if a ladder is not in effect, you are considered paired once you and your opponent have crossed the top of staging. If you break between the top of staging and the water box or starting line, you are eliminated and your opponent will receive a single. You may not re-enter the race. If you are told by the starter to shut off your engine due to a leak or other circumstance which in the starter's opinion presets an unsafe situation, and it is not immediately rectifiable, you are considered eliminated and your opponent will receive a single. You may not re-enter the race.

**Payouts:** All Oxford Dragway competitors must have completed a Tech Card in order to receive purse money. Purse checks will be available for pickup at the next scheduled race date for the competitor's class. They may be picked up at the ticket booth upon entering Oxford Dragway. Checks not picked up will be mailed within five (5) working days. At no time will purse money be paid in cash.

**Publicity/Advertising:** The sale of photographs or other images taken at any Oxford Dragway event is strictly prohibited unless approved by the Track Manager or his/her designee. All rights to advertising, promotion, filming, recording exhibition, and other exploitations of any Oxford Dragway event, the participants and vehicles entered in the event, are reserved to Oxford Dragway.

Participants hereby grant Oxford Dragway, and its assigns; full and unconditional permission to make still or motion pictures and any other type of audio or visual recordings of their activities at the site of the event before, during, and after the event; and the exclusive, worldwide, and perpetual rights to use the names, likenesses, and date of, or relating to, their entered vehicle for publicity, advertising, exhibition or exploitation, 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 or hereafter deployed.

**Points:** Points will only be awarded to drivers enrolled in the Oxford Dragway points program, and only after receipt of a fully paid enrollment. Points may be earned on the day the member joins the points program providing that enrollment is completed before the first round of eliminations start. Points are not transferable between classes. Your vehicle must be staged under its own power in order to receive points. Racers can only earn points for one eliminator unless they have paid the competition fee for additional classes. Points will be awarded as follows:

Drivers earn 10 points for staging in the first round of eliminations.  
The winner of the first round will receive 10 points.  
Winners of subsequent rounds will receive 10 additional points per round

Semi-Final losers will receive one (1) extra point  
Runners-up will receive two (2) extra points  
Eliminator winners will receive three (3) extra points

If an event is rained out, points will be awarded according to the results of the last completed round.

Points disputes are to be filed with the timing tower using the Oxford Dragway Dispute Form.

Tiebreakers will be conducted for Championship position only. In the event of a first place tie in any point's category, either competitor may request a tie-breaker event. Tiebreaker events will consist of a best of three passes. If a tiebreaker is deemed necessary and a racer is absent, he/she will have been considered to forfeit their position. In the event both racers are absent, the first racer who attained the current points standing will be awarded the Championship.

**Disputes:** Any driver/rider wishing to file a dispute must contact the Track Manager or his/her designee within 30 minutes of the disputed act. ALL DISPUTES MUST BE DONE IN WRITING. At a minimum, the following information will be provided:

1. Name of person Filing Dispute
2. Date of Disputed Act
3. Estimated time of Disputed Act
4. Names of Parties Involved
5. Description of Disputed Act
6. Justification for Dispute
7. Requested Outcome of Dispute

Oxford Dragway Dispute forms will be available in the timing tower for all competitors. Under no circumstances will disputes be considered without a Dispute Form being completed. The Track Manager, with consultation of associated staff, will make the final decision on all disputes.

Appeals of denied/approved disputes may be requested through the Track Manager, for further consideration by the Oxford Dragway Board of Directors.

**Protective Clothing:** All drivers not required to wear protective clothing as outline by the IHRA must, at a minimum, wear long pants, a shirt, socks, and closed toe shoes. Tank tops and/or sandals are not permitted. This provision applies to any co-driver in any division in which it is allowed (typically Teen Championship Racing).

If a driver is required to wear specific protective clothing that conforms to current IHRA, SFI, or Snell guidelines, that equipment must be in good working condition. Defective equipment, such as worn or torn gloves, fire suits or hoods, is not acceptable and subjects the driver/rider to disqualification. All drivers must refrain from loosening safety equipment while on the racing surface.

**Public Address Announcements:** Racers should pay particular attention to the Oxford Dragway PA announcements for calls to staging or other important information that may be broadcast throughout the day. Racers may request announcements be made on their behalf, however, Oxford Dragway reserves the right to limit these announcements and requests will be on a case by case basis.

**Race Entry:** A vehicle is considered entered in to the race once the tech card is turned in. If a vehicle should break anytime thereafter on a points day, the racer is eliminated if he/she cannot make the next round of eliminations. This provision applies to an eliminator's specific time trials or elimination rounds. If a vehicle breaks prior to crossing the top of staging for the first time during an event, a racer rain check may be issued at the discretion of the Track Manager on a case by case basis. Two drivers may not enter the same vehicle in any class. In the event a driver wishes to operate more than one vehicle during a single race date, the driver must complete a tech card for each vehicle being entered that day. Vehicle swapping between drivers/riders is not allowed. Violation of this policy may result in revocation of all tech cards for that date.

**Racer Conduct:** All competitors are expected to act in a professional manner while competing at Oxford Dragway. Outbursts, loss of temper, or harassing any race official or fellow competitor will not be tolerated. Racers are responsible for the actions of their crewmembers.

Any action deemed detrimental to Oxford Dragway, Drag Racing, or efficient race operations will result in immediate eviction from Oxford Dragway. Reinstatement of attendance privileges will be at the sole and absolute discretion of the Track Manager.

**Refunds:** All vehicles are considered race ready upon entering Oxford Dragway. If a vehicle breaks once it has crossed the top of staging, no refunds will be issued. Substitute entries are not permitted. This provision includes all race dates and is not limited to structured eliminators or point's dates.

**Re-Runs:** A track official may call a re-run if he/she did not feel that a fair race held. Each racer must use the same lane and dial-in as the first run. No re-run will be granted for staging to the wrong dial-in. If a track official calls a re-run and a racer cannot or will not return for the re-run they will be disqualified.

**Return Road:** The return road at Oxford Dragway is on the left side of the racing surface. All vehicles are required to utilize the return road when returning to the pit area. No vehicle will use the racing surface to return to the pit area. Once a racer has completed a run, they will proceed directly to return road and proceed to the timing tower to retrieve their time slip. If a racer must stop on return road, pull to the right as far as possible to avoid blocking other competitors and the flow of traffic. If a racer must be towed back to the pit area, they to pull to the far right side of the shutdown area after turning their vehicle around. They may wait in that area for their respective tow vehicle to arrive.

Tow vehicles proceeding down return road to retrieve a competitor's vehicle must yield to race vehicles at all times.

**Staging:** All competitors will follow "Courtesy Staging" rules. No competitor is to light both Pre-stage and Staged lights simultaneously. Racers are to pre-stage, wait for their competitor to pre-stage, then fully stage. Violations will result in a warning for the first offense, and possible disqualification for subsequent violations in the same evening.

Note – If a competitor fails to comply with the courtesy staging rule and is given a warning by track personnel it does not constitute grounds for a re-run.

Once both competitors are pre-staged, and one becomes fully staged, the other competitor will have 10 second to complete the staging process prior to the tree initiating the auto-start process. Any racer not completing the staging process prior to the 10-second limit will result in a red light/foul start for that competitor.

Staging battles will not be tolerated. Intentional delay of staging may result in a red light/foul start for both competitors at the discretions of the official event starter.

All vehicles must stage under their own power in order to receive any points.

**Substitute Entries:** If a vehicle breaks after the tech card is turned in on any points day or structured eliminator, no other vehicle may be entered and driven by the same racer during that event. A rain check will be authorized at the discretion of the Track Manager on a case by case basis. No driver may operate two vehicles in the same eliminator. No other driver may drive a vehicle once it is tech'd in regardless of whether or not the vehicle is used in competition, including points day time trials.

**Tail Lights:** All vehicles must be quipped with a working taillight. All taillights must be turned on whenever track lighting is activated. All taillights must display a solid red beam and be large enough to be visible for the entire racing surface to include the far end of the shutdown area. No flashing units will be acceptable. Failure to turn on taillight after one warning will result in disqualification.

**Technical Inspection:** All vehicles must pass an Oxford Dragway Technical Inspection prior to entering the staging lanes at any event. Any person that does not successfully complete the tech inspection process before making their first run of the day will not be allowed to compete during that event. They may however remain as spectators for the remainder of the event.

Track personnel in accordance with the current IHRA rulebook will conduct tech inspection. Any violations noted during the inspection process must be corrected and re-inspected prior to entering the staging lanes with said vehicle. In the event a minor inspection infraction is noted, which does not jeopardize the safety of the racer or others, a warning may be issued by the technical inspector and corrections must be made prior to returning for the next event.

Technical inspection includes all required personal protective gear. Helmets, fire suits, gloves, shoes, leather, etc... are subject to technical inspection at any time.

Track technical inspectors are the determining entity regarding a vehicle's suitability for entering an event. In the event a vehicle is not allowed to race due to technical inspection failure, the racer may request a rain check from the Track Manager. No cash refunds will be authorized.

Any protests regarding the technical inspection process must be completed utilizing the Oxford Dragway Dispute form as outlined in that portion of this handbook.

See Technical Inspection Procedures Addendum within this document.

**Testing:** No competitor may participate in Test and Tune so long as they are still in competition. Once a competitor has been eliminated from competition, they may enter Test and Tune for the remainder of the evening. Violations of this rule will result in immediate disqualification and forfeiture of all points accumulated on the date of infraction.

**Tow Vehicles:** Tow vehicles are limited to golf carts, ATV's, and gasoline engine scooters for the motorcycles class. Full size tow vehicles are not allowed for any Sportsman or E.T. class vehicle. All tow vehicles must have the number of their race vehicles clearly displayed on the vehicle. A licensed driver must drive all tow vehicles. All tow vehicles must have a working headlight and taillight. Only one tow vehicle is permitted per race vehicle. ATV type and golf carts are only permitted to access designated pit areas, return roads, and access roads. No riders on ATV type which were designed for single person use. Any vehicle operated by an unlicensed or underage driver is subject to confiscation by Oxford Dragway for the remainder of the day. Tow vehicles operated in an unsafe manner are subject to confiscation for the remainder of the day. This provision includes, but is not limited to, joy riding, too many passengers, speeding, or wheelies. Continued violations of this policy may result in more stringent measures being initiated by the management of Oxford Dragway.

**Turn Off Areas:** There are two turn off areas at Oxford Dragway. The first is immediately after the finish line on the left hand side of the track. The second is at the end of the shutdown area on the left side.

All racers will travel to the end of the shutdown and utilize the second turn off to enter the return road. The first turnoff is only to be used in case of fire or major equipment failure. All junior dragsters are required to proceed to the end of the shutdown area and use the second turnoff area to access the return road.

**Unsafe Handling Characteristics:** Any vehicle exhibiting unsafe handling characteristics at any time shall be subject to disqualification at the sole and absolute discretion of the Track Manager or his/her designee.

**Use of Prohibited Devices/Items:** Anyone caught using prohibited devices according to the rules governing the class in which they are competing will be subject to the following penalties:

First Offense: Immediate eviction from Oxford Dragway and loss of all points accumulated up to and including the date of the offense and suspension for 30 days

Second Offense: Immediate eviction from Oxford Dragway, loss of all points accumulated up to and including the date of the offense and suspension for one year

Details regarding prohibited devices are outlined in the specific eliminator or class sections found elsewhere in this handbook and the current IHRA rulebook.

**Waivers:** All racers and crewmembers must read and sign the Release and Waiver of Liability Agreement form at the ticket booth or Tech area when they obtain their wristband or hand stamp. Anyone who does not sign the release waiver may not enter the premises. Separate color wristbands will be issued to distinguish drivers from crewmembers. Only these individuals with a driver's wristband may enter competition.

**Warm Ups:** Warm ups are restricted to approved area. A driver must be in the drivers position at all times when a vehicle is running in the pit area. At no time will a vehicle warmed up in the pit area while supported only by a jack. Jack stands or other approved supporting device must be used.

During warm up passes, required safety gear must be worn applicable to the class of vehicle. Burnouts are not allowed during the warm up passes.

**Windshields/Glass:** All glass windshields, side windows, and rear windows must be as supplied from the manufacturer and in good repair. Vehicles with cracked or chipped windshields or glass that prevents a potential safety problem will result in a vehicle being prohibited from competition. Taping of cracked Lexan type windows is prohibited.

**Wristbands:** Anyone caught swapping wristbands (this includes wearing a wristband not issued to them or cutting and taping a wristband) will be subject to the following penalties:

First Offense: Immediate eviction from Oxford Dragway and loss of all points accumulated up to and including the date of the offense and a 30-day suspension

Second Offense: Immediate eviction from Oxford Dragway, loss off all points accumulated up to and including the date of the offense and a one-year suspension

## General Safety Procedures

**IHRA Safety Requirements:** The following are minimum guideline to be used as a reference. Additional familiarization with the current IHRA rulebook will ensure each vehicle is race ready.

The current IHRA rulebook mandates specific safety requirements for vehicles participating at all member tracks. Safety requirements specified in the current IHRA rulebook will be in effect during all Oxford Dragway race events and take precedence over information contained in this handbook. Additionally, Oxford Dragway representatives reserve the right to disqualify an entry if, in their opinion, the vehicle present s potential risk for the driver, crewmembers, other racers, track personnel, or spectators.

### Elapsed Time Division Classes and Requirements

Elapsed times are 1/8<sup>th</sup> mile times.

#### Elapsed Time (ET) of 9.00 seconds or slower:

In addition to the following rules, also see IHRA Summit Sportsman and General Rules

- Snell 95 (or newer) helmet mandatory for entries running 8.59 or quicker. Recommended for ALL entries.

- Four wheel brakes mandatory
- Automotive type engines only. Must remain in OEM location
- Must be full bodied car
- Drive Shaft loop if equipped with slicks
- Battery hold down mandatory
- Headers permitted, must be designed to route exhaust gases away from car. Flex pipe prohibited
- Cooling system overflow container with a minimum of 1 pint capacity mandatory
- Seat belts mandatory
- Neutral safety switch mandatory for all vehicles with an automatic transmission
- Must use automotive type wheels suitable for street use
- Tires must be in useable condition, free of excessive tread wear or cracking of sidewalls. Retread tires prohibited
- Check current IHRA rule book for additional requirements and specifications.

**Elapsed Time (ET) of 7.50 to 8.99 Seconds:**

In addition to the following rules, also see IHRA Summit Sportsman and General Rules

- Minimum of two wheel rear brakes required
- Snell 95 (or newer) helmet mandatory
- Full body required, to include hood
- Drive Shaft loop if equipped with slicks
- Battery hold down mandatory
- Cooling system overflow container with a minimum of 1 pint capacity mandatory
- Front Fenders required. Exact duplicates of OEM type fenders in fiberglass are permitted. Rear fenders may be trimmed for tire clearance. All fenders must have the lip rolled or beaded if altered.
- Minimum of a six (6) point roll cage on all convertibles running 8.25 or quicker 1/8<sup>th</sup> mile
- Seat belts mandatory
- Window nets required for all entries with roll cage
- Trans-Shield/Blanket meeting SFI Specification 4.1 is recommended if the vehicle uses a modified transmission or special converter
- Minimum wheelbase is 90" unless car has original engine and OEM wheelbase is shorter. Wheelbase variation left to right 1" maximum.
- Neutral safety switch mandatory for all vehicles with an automatic transmission. Reverse lockout mandatory.
- Check current IHRA rule book for additional requirements and specifications

**Elapsed Time (ET) of 6.50 to 7.49 Seconds:**

In addition to the following rules, also see IHRA Summit Sportsman and General Rules

- Aftermarket axles and axle retention device mandatory
- Minimum of two rear wheel hydraulic brakes required. Full body cars must have four wheel brakes. Entries with two wheel brakes must have parachute
- Snell 95 (or newer) helmet mandatory
- Hood is optional. Carburetor cover is required
- Drive shaft loop mandatory
- Battery hold down mandatory
- Cooling system overflow container with a minimum of 1 pint capacity mandatory
- Driver restraint system meeting SFI 16.1 within two years expiration from date of manufacture
- Properly secured fire extinguisher required on all closed body vehicles
- Roll cage is required if entry has an altered floor or firewall, or if vehicle exceeds 135mph. On all other full-bodied applications, a six-point roll bar is mandatory. A roll cage is mandatory on all convertibles running 6.99 or faster 1/8<sup>th</sup> mile.

- Window net required (vehicles equipped with roll cage only)
- Flywheel shield meeting SFI Specification 6.1 on all vehicle using slipper type clutches
- Flywheel, clutch, pressure plate and flywheel shield meeting SFI 1.1 specifications required on all vehicles using a clutch
- Jacket meeting SFI 3.2A-1 specifications (Modified ET)
- Arm restraints required on all open bodied cars
- Supercharger strap meeting SF 114.1 specifications on supercharged vehicles
- Automatic transmission shield meeting SFI 4.1 specifications on vehicles running 6.99 or quicker
- IHRA competition license required for all drivers running an ET of 6.40 or quicker
- Check current IHRA rule book for additional requirements and specifications

### **Elapsed Time (ET) of 4.00 to 6.49 Seconds:**

In addition to the following rules, also see IHRA Summit Sportsman and General Rules

- Aftermarket axles and axle retention device mandatory
- Minimum of two rear wheel hydraulic brakes required. Full body cars must have four wheel brakes. Entries running 5.49 or quicker 1/8<sup>th</sup> must have dual stage master cylinder. Entries with two wheel brakes must have parachute.
- Data recorders permitted. See General Guidelines
- Drive Shaft Loop mandatory
- Mandatory Driver restraint system meeting SFI specification 16.1 within 2 year expiration from date of manufacture
- Fire system required on all closed body vehicle running 5.49 or quicker 1/8<sup>th</sup> mile. One nozzle located in the driver's compartment in front of feet and one nozzle in engine compartment. Safety pins must be red flagged.
- SFI 29.1 Flexplate and SFI 30.1 shield mandatory on all entries running 6.49 seconds or quicker
- Harmonic balancer meeting SFI 18.1 specifications
- Snell 95 (or newer) helmet mandatory
- Jacket meeting SFI 3.2A-5 specifications and an SFI 3.3 neck collar are mandatory for all entries running 6.00 or quicker
- Jacket, pants, and collar for all cars running 5.49 or quicker which must meet SFI 3.2A-5 specifications
- Gloves meeting SFI 3.3-1 and SFI 3.3 arm restraints mandatory on all open bodied cars
- Roll cage Mandatory. All entries running 6.00 or faster must have a current Chassis Certification.
- All vehicles running 5.00 or quicker must use an engine containment system (diaper)
- Check current IHRA rule book for additional requirements and specifications

## **VIP Racing Series Divisions**

### **Division Specific Rules and Specifications**

The following listings are general guidelines specific for each Eliminator Division. More specific rules and safety requirements may be found in the current IHRA rulebook.

#### **Top ET:**

- 4.00 – 7.99 ET, Dial your own, breakout rule applies
- .500 Full Tree
- Vehicles must comply with safety and equipment requirements as out lined by the current IHRA Rule Book.
- Electronics allowed.
- Playback tachometers allowed.
- On board computers and data recorders are allowed.

- Factory (OEM) installed computers allowed, but no lap top computers while in competition are allowed.
- Must meet current IHRA license requirements.
- Valid state driver's license required.

#### **Modified ET:**

- 5.50 – 10.99 ET, dial-your-own; breakout rule applies.
- .500 Full Tree
- Vehicles must comply with safety and equipment requirements as out lined by the current IHRA Rule Book.
- No electronics allowed (this includes, but not limited to, Crossovers, Air Shifters, and Delay Boxes),
- No disabled electronic equipment may be left in a vehicle during competition (disconnected air shifters, etc.).
- Factory (OEM) installed computers allowed, but no lap top computers while in competition are allowed.
- Must meet current IHRA license requirements.
- Valid state driver's license required.
- Non-drive wheel line locks are permitted.

#### **Nostalgia:**

- 0 - 19.99 ET, dial-your-own; breakout rule applies.
- .400 Pro Tree
- Vehicles must be 20 years old or older.
- Vehicles must comply with safety and equipment requirements as out lined by the current IHRA Rule Book.
- Electronics are allowed (this includes, but is not limited to Trans-Brakes, Air Shifters, Two-Steps),
- Must meet current IHRA license requirements.
- Valid state driver's license required.
- Non-drive wheel line locks are permitted.

#### **Quick 16/32:**

- Dial-your-own; breakout rule applies.
- .500 Full Tree
- Vehicles must comply with safety and equipment requirements as out lined by the current IHRA Rule Book.
- Must meet current IHRA license requirements.
- All general rules and specifications will be in affect.
- All participants must qualify for these events. Only the top 16 – 32 elapsed times will qualify for competition.
- Competition ladder will be determined by elapses time during time during qualifying session.

#### **Pro - Street:**

- 5.50 – 11.99 ET, dial-your-own; breakout rule applies.
- .500 Full Tree
- Vehicles must comply with safety and equipment requirements as outlined by the current IHRA Rule Book.
- No electronics allowed (this includes, but is not limited to Trans Brakes, Air Shifters, Two-Steps, and Delay Boxes). No disabled electronic equipment may be left in a vehicle during competition (disconnected air shifters, etc.).
- Single stage rev limiter allowed.

- Vehicles must be street legal and able to pass state safety inspection. Open exhaust not allowed. Headers acceptable.
- Street tires required (DOT approved racing tires acceptable). No bald tires allowed.
- Nitrous oxide permitted.
- Factory (OEM) installed computers allowed, but no lap top computers while in competition are allowed.
- Valid state driver's license required.

Limited to vehicles utilized on public ways. Vehicle must be licensed and have a valid State Inspection to be eligible for the Street division.

Vehicles licensed under specialty categories such as Antique Auto or Street Rod, which does not require a valid State Inspection, must meet all required safety requirements applicable to vehicles elapsed time bracket. Overall vehicle safety is the sole and absolute determination of the Track Manager or his/her designee.

Used Car Dealer plates may be used. Dealer Plate registration must be current.

All vehicles are required to meet minimum vehicle and personal safety requirements pertinent to Elapsed Time designator.

**Street/Tuner:**

- 8.50 – 19.99 ET, dial-your-own; breakout rule applies.
- .500 Full Tree
- Vehicles must comply with safety and equipment requirements as outlined by the current IHRA Rule Book.
- No electronics allowed (this includes, but is not limited to Trans Brakes, Air Shifters, Two-Steps, and Delay Boxes). No disabled electronic equipment may be left in a vehicle during competition (disconnected air shifters, etc.).
- Single stage rev limiter allowed.
- Vehicles must be street legal and able to pass state safety inspection. Open exhaust not allowed. Headers acceptable.
- Street tires required (DOT approved racing tires acceptable). No bald tires allowed.
- Nitrous oxide permitted.
- Factory (OEM) installed computers allowed, but no lap top computers while in competition are allowed.
- Valid state driver's license required.

Limited to vehicles utilized on public ways. Vehicle must be licensed and have a valid State Inspection to be eligible for the Street division.

Vehicles licensed under specialty categories such as Antique Auto or Street Rod, which does not require a valid State Inspection, must meet all required safety requirements applicable to vehicles elapsed time bracket. Overall vehicle safety is the sole and absolute determination of the Track Manager or his/her designee.

Used Car Dealer plates may be used. Dealer Plate registration must be current.

All vehicles are required to meet minimum vehicle and personal safety requirements pertinent to Elapsed Time designator.

**Test and Tune:**

The test and Tune division at oxford Dragway is designed to allow new racers and current racers alike the opportunity to use race facilities in a non-competitive environment.

All vehicles entered in Test and Tune must pass technical inspection for their applicable elapsed time and class of vehicle.

Personal protective equipment is required in accordance with applicable Elapsed Time and vehicle class requirements.

Competitors eliminated from competition during any scheduled race event are allowed to join Test and Tune for the remainder of the evening. Eliminated competitors may be required to wait a given number of rounds before participation. Specific limitations on this will be dependant on time and weather constraints for a particular event. This information will be put out at the drivers meeting for that event.

No driver still in competition is allowed to make passes under the Test and Tune flag.

Format: .500 Full Tree, Simultaneous start, Non-Competition.

### **Snowmobiles:**

- 0 – 9.99 ET, dial-your-own; breakout rule applies.
- .500 Full Tree
- No Deep Staging Allowed
- Engine must be specifically designed and manufactured for production snowmobile use. Engine modifications permitted. Automobile, motorcycle, aircraft or marine type engines prohibited.
- Tether type engine kill attached to rider mandatory for all entries. Must kill all engine ignition when activated.
- **Any functional silenced type exhaust permitted. Exhaust system emission pipe must not protrude more than 3" beyond the chassis or hood.**
- Gasoline or racing fuel permitted. Nitrous oxide permitted. Nitro Methane prohibited.
- Clutch must be specifically designed for snowmobile use.
- OEM clutch guards are permitted only when unmodified factory displacement engines are used.
- Modified engines require a clutch cover, which provides 360-degree elliptical protection in the direction of clutch/belt (See current IHRA rulebook for specific requirements).
- Track must be a flat type configuration. Paddles, studs and spikes are prohibited. Track lubrication systems prohibited. Tracks must be free of visible signs of excessive wear. Serial numbers of all asphalt tracks must appear on the left side.
- 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 the track surface.
- All skis must be OEM steel, or aftermarket steel or aluminum. (See current IHRA rulebook for specific design/engineering requirements)
- Brakes must be OEM type. Any additional assembly must be added to the drive axle shaft. Drive axle shaft may be lengthened to accommodate additional braking system.
- All snowmobiles must have a minimum of 1" travel in the track suspension. Only steel springs will be permitted. Externally activated suspension system prohibited. Hyfax must be removed. Minimum of four bogie wheels must be used on each side of the track to prevent the slide rails from coming in contact with the rubber track surface. Use of any external slide rail lubrication is prohibited.
- **Any modification that alters the stock appearance of the tunnel prohibited.**
- Fuel cells permitted. Oil injection tank used as fuel tank prohibited. Pressurized fuel cans prohibited.
- **All snowmobiles must be fitted with a rear snow flap, fastened to the tunnel in a manner that prohibits the snow flap from being drawn in to the rear tunnel.**
- SFI 40.1 – 1 or 40.1 – 2 suit or jacket mandatory for all riders.
- All riders who run 6.39 1/8<sup>th</sup> mile or quicker or run 120mph or faster, must wear a 40. ½ suit. One piece or two pieces is acceptable.
- Two piece suits must be joined at the waist by a zipper
- Leather gloves and boots/shoes extending above the ankle are mandatory
- Helmets; SN95 or newer, K98, 2000 or SFI 31.2A or 41.2A are mandatory
- All competitors running 6.40 1/8<sup>th</sup> mile or quicker must have a valid IHRA Competition License.

Check current IHRA Rule Book for additional requirements and specifications.

### **Quick 8 Sleds**

- Heads Up, breakout rule applies
- .500 Pro Tree
- No Deep Staging
- Vehicles must comply with safety and equipment requirements as outlined by the current IHRA rulebook.
- Must meet current IHRA license requirements
- All general snowmobile rules and specifications will be in effect. See Snowmobiles section of this handbook for more information
- All participants must qualify for this event. Only the top eight elapsed times will qualify for competition
- Competition ladder will be determined by elapsed time during qualifying session

### **Motorcycles:**

- 0 to 9.99 ET, Dial your own, Breakout rule applies
- .500 Full Tree
- No Deep Staging Allowed
- Functional Front and rear brakes
- Chain guards and clutch covers mandatory
- Engine must be OEM type case design designed specifically for use in a motorcycle. Snowmobile or automotive type engines are prohibited
- Engine kill switch attached to driver on vehicles running 6.99 or quicker 1/8<sup>th</sup> mile
- Tank mounted fuel shut off valve required on vehicles running 6.40 or quicker 1/8<sup>th</sup> mile
- A "Snap Back" type throttle required on ALL machines
- All handlebars must measure at least 10" from the center of the fork clamps. In no case may the handlebars be mounted below the lower fork clamp on any machine
- Rigid front forks are not allowed on any machine (Front suspension limiter straps permitted on street driven bikes)
- The rear fender of all entries must cover the full width of the tire used, extended to above the rear axle, and below the riders sitting position
- All machines must have properly secured seats, foot pegs, and handle grips
- Detachable mirrors, windshields, and all protruding brackets must be removed on all machines
- Saddlebags must be empty or removed during competition
- Nitrous Oxide permitted on bikes going 6.40 1/8<sup>th</sup> mile or quicker. Nitrous Oxide equipped bikes must have thumb type body fasteners when aftermarket body panels are used
- Overall safety of all machines will be judged by track technical inspection personnel
- Any machine displaying unsafe handling characteristics will be disqualified until track technical inspectors re-admit the entry
- Each participant agree to familiarize himself/herself with all the applicable rules and regulations prior to competing at any IHRA sanctioned track
- SFI 40.1-1 or 40.1-2 suit or jacket required for all riders
- All riders who runs 6.39 1/8<sup>th</sup> mile or quicker, or run 120 mph or faster, must wear a 40.1/2 suit. One or two piece is acceptable
- Two piece suits must be joined at the waist by a zipper
- Leather gloves and boots/shoes extending above the ankle are mandatory for all riders
- Snell 95 (or newer), K98, or SFI 31.2A or 41.2A helmet mandatory.
- All competitors running 6.40 1/8<sup>th</sup> mile or quicker must have a valid IHRA competition license

Check current IHRA rulebook for additional requirements and specifications

### **All Terrain Vehicles (ATV):**

- 0 - 9.99 ET, Dial your Own, Breakout Rule applies
- .500 Full Tree
- Front and rear brakes mandatory
- Chain guard mandatory
- Tether type engine kill attached to rider mandatory for all entries. Must kill all engine ignitions when activated.
- Nitrous Oxide prohibited
- Wheelie bars must not exceed wheelbase of the vehicle
- All vehicles must be clean and free of dirt prior to competing. Discretion by Track Officials be sole and absolute
- Snap back type throttle required on all entries
- All vehicles must utilize smooth roadway type tires. Dirt type “knobby” tires prohibited
- All vehicles must have properly secured seat, foot pegs, and handgrips
- Nerf bars are mandatory on all entries. They must prevent the riders feet from going below the foot pegs
- Leather or Kevlar type jacket mandatory
- Leather or denim pants mandatory
- Leather gloves and boots/boes extending above the ankle mandatory
- Snell 95 (or Newer) helmet mandatory
- Competition against full sized vehicles is prohibited
- All competitors running 6.40 or quicker 1/8<sup>th</sup> mile must have a valid IHRA competition license

Check current IHRA rulebook for additional requirements and specifications.

### **Teen Championship Racing (TCR):**

TCR has been developed to allow youth's ages 13 to 17 the opportunity to race against their peers in full-bodied production street vehicle, with no need to buy a special vehicle.

All races are conducted over a distance of 1.8<sup>th</sup> mile with an ET dial-In format, limited to 10.00 seconds or slower. TCR racers may not compete in any other class except Junior Dragster.

Safety Requirements:

- 10.00 and slower ET, Dial your Own, Breakout Rule Applies
- .500 Full Tree
- Seat belts mandatory for both driver and co-driver
- Helmet (DOT Approved) must be worn by all TCR drivers (encouraged for co-drivers)
- Vehicle must be full-bodied car, truck, van, or SUV. Convertibles, jeeps, motorcycles and race cars are prohibited
- Vehicles must pass an IHRA and state safety inspection
- Mufflers and street tires mandatory
- Race type vehicles prohibited
- Electronics prohibited

Co-driver must be the driver's parent, legal guardian, or adult 25 years or older with a valid state drivers license. The co-driver must be seated in the passenger seat of the vehicle any time the driver is in the driver's seat. C-driver must drive the vehicle in the pit area, into the staging lanes, and on the return road past the time slip booth.

Drivers ages 13 to 17 (up until they receive their state driver's license) may be licensed to compete in TCR. All runs must be made with an approved co-driver. A photocopy of each competitor's Birth Certificate, and a signed ORIGINAL Parent Confirmation Form, and Minor Participant Release Form must accompany all license applications

Limited to vehicles used on public ways. Vehicle must be licensed and have a valid state inspection to be eligible for this division. All vehicles are subject to spot inspections by a licensed State Inspection Mechanic to determine eligibility to compete.

Vehicles licensed under specialty categories such as Antique Auto or Street Rod, which do not require a valid State Inspection, must meet all required safety requirements applicable to vehicles elapsed time bracket. Overall vehicle safety is the sole and absolute determination of the Track Manager or his/her designee.

Used Car Dealer plates may be used. Dealer Plate registration must be current. All vehicles are subject to spot inspections by a licensed Maine State Inspection mechanic to determine eligibility to compete.

All participants must be licensed by a track official. The licensing procedure includes Vehicle Orientation, a Basic Driving Test, and a minimum of six approved runs, as follows. An official or co-driver must be in the vehicle at all times.

To satisfy Vehicle Orientation requirements, Licensee must demonstrate familiarity with all of the vehicles primary functions such as pedals, steering, shifter, lights, etc. Drivers must perform this orientation test for each vehicle entered in competition. Licensee must complete a basic Driving Test, demonstrating the ability to start the vehicle, select gears, turn, brake, and stop proficiently.

The Official will make one run with the Licensee as a passenger. This will allow the Official to determine the safety and eligibility of the vehicle per elapsed time limits, and orient the Licensee to track fixtures, starting line, timing system, return road, and time slip booth etc.

The Licensee must make a minimum of three (3) approved runs with the Official as a co-driver. The licensee must then make a minimum of three (3) approved runs with the assigned Co-Driver. If passed, the Official and Co-Driver sign the driver's license.

Official will deny a license to any driver they feel cannot handle the vehicle. Driver may only drive vehicle from the staging lanes, on the track, and on return road as far as the time slip booth. The Co-Driver must drive the vehicle at all other times.

Check current IHRA Rule Book for additional requirements and specifications.

### **Junior Dragster:**

Class Designations

#### **BEGINNER:**

Age 8 or 9 only; ET restricted to 12.90 seconds or slower based on either ET dial-your-own or heads-up basis. Breakout rules apply. One warning will be issued if a competitor runs quicker than 12.70. If the competitor does this a second time at the same event, they will be disqualified from the event. Any competitor running quicker than 12.50 at any time will be disqualified for the remainder of the event.

#### **ADVANCED:**

Age 10 – 17; modified engines meeting IHRA rules accepted. Class based on either dial-your-own ET or heads-up Pro start. ET restricted to 8.90 or slower. Breakout rules apply. One warning will be issued if a competitor runs quicker than 8.70. If a competitor runs quicker than 8.70 a second time, at the same event, they will be disqualified for the remainder of the event.

#### **MASTER:**

Age 12 – 17; must meet all requirements for Advanced, PLUS: minimum 1 full licensed competition season mandatory; the competitor must provide documentation of experience and submit it with all license applications, licensing by IHRA or Track official after 3 approved runs between 7.90 and 8.90; 3.2A-1 jacket and 3.2A-1 pants required; full face helmet, rack & pinion steering, and steel brake lines

mandatory. ET 7.90 or slower; maximum speed of 85 mph: One warning will be issued if a competitor runs an elapsed time of 7.800 or quicker. If a competitor does this a second time at the same event they will be disqualified for the remainder of the event and their license will be suspended for 1 calendar year from the date of the infraction.

Due to the radical combinations available, additional safety requirements may be mandated if deemed necessary by the technical department.

\*Deep staging not permitted in any index class at any Jr. National Event. 12.90 index is limited to only 8 and 9 old competitors.

### **Requirements & Specifications**

**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. Front overhang cannot exceed 15", measured from centerline of front spindle to most forward point of car. Body panels must be removable-fastened to tabs welded to frame. Drilling of frame for mounting body prohibited.

**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. After completing the initial burnout, vehicle may only be pulled back time prior to reaching the ready line.

**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 Competition Numbers must be at least 4" tall and clearly posted on both sides of the car, and visible from the control tower.

**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.

**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 restraints shall be combined with the driver restraint system such that the arm restraints are released with the driver restraints. Refer to manufacturer for instructions.

**CREREDENTIALS:** Valid Competition Certificate and IHRA Jr. Membership mandatory. License must be shown to tech inspector and entered on tech card.

**HELMET:** Helmet meeting SNELL 90, 95 or newer or K-98, SFI 31.1, 31.2 or 24.1 mandatory. Either Full-face helmet, shield or goggles mandatory. SFI Spec 31.1 = SNELL SA, open-face helmet 31.2 = SNELL SA full-face helmet SFI Spec 41.1 = SNELL M, open-face helmet SFI Spec 41.2 = SNELL M full-face helmet.

**NECK COLLAR:** MANDATORY.

**PROTECTIVE CLOTHING:** All drivers are required to wear a jacket meeting SFI Spec 3.2A-1 as well as full length pants, shoes, socks, and gloves. See class requirements.

**RESTRAINT SYSTEM:** Five-point, 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 limit or prevent arm restraint from accidentally releasing the latch lever. All harness must be mounted to the frame cross member, or reinforced mounting, and installed to limit driver's body travel both upward

and forward. Wrapping the belts around frame rail is prohibited. Under no circumstances are bolts to be inserted through belt webbing permitted for mounting.

DRIVETRAIN 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.

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

FLYWHEEL: Stock Briggs & Stratton or Tecumseh cast iron flywheel or "approved" billet flywheel mandatory. Lightening or modifications prohibited. Flywheel key optional. Stock flywheels on alcohol motors must be a scatter shield and blower housing. Approved billet flywheel recommended.

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

BRAKES & SUSPENSION: Two-wheel hydraulic steel drum or disc brakes, or IHRA accepted mechanical brakes mandatory. Steel brake lines mandatory on 8.89 or quicker. No part of lines may run below bottom frame rails. Drilling of brake components prohibited. Live axle may have brakes on one wheel if 7" minimum go-cart disc brake is used.

ELECTRICAL 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 with easy reach of the driver. FC additional switch must be on the upper rear driver's side of the vehicle labeled as to function.

## **ENGINE**

ENGINE: All vehicles restricted to a maximum of one, rear mounted, five horsepower based, four-cycle engine. Porting, polishing and relieving of block are permitted. Welding to intake port is permitted. Machine of deck surface permitted. Adding material to deck surface in any matter will be prohibited. All components must be completely isolated from the driver's compartment. This includes fuel system. Accepted aftermarket engines: Metro Racing flathead, McGee Racing flathead, Tecumseh flathead, Pure Power Racing flathead, LPW Racing Products, JR Race Car flathead, Huddleston Performance flathead and R&S Machine flathead.

CAMSHAFT: Any camshaft permitted. Any valve spring permitted. No overhead cams permitted. Any size valves permitted.

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.

CYLINDER HEAD: Aftermarket units permitted. No overhead valve head permitted.

FUEL: Gasoline or alcohol only. Nitrous oxide and/or propylene oxide prohibited in all classes. Fuel tank must be behind driver's compartment, below the shoulder hoop, must have a screw-on or positive lock 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.

IGNITION SYSTEM: Coil must remain stock-type. Battery ignition systems prohibited. Maximum one spark plug. MSD Ignition #KT4151 is accepted for use for in Junior Dragster program.

OIL SYSTEM: Oil additives for the intent of producing power prohibited.

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

**SUPERCHARGER/TURBOCHARGER/NITROUSOXIDE:** PROHIBITED.

**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).

## **FRAME**

**BALLAST:** No ballast may be installed on the vehicle higher than the top of the rear tires.

**CATCH CANS:** and lines must be securely fastened.

**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.

**GROUND CLEARANCE:** Minimum three (3) inches on all cars.

**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 conform to standard dragster configuration as outlined else where in this guide. Mid steel chassis prohibited in the Master classification. Note: cm may be used in place of .083 ms.

**SHEET METAL:** Driver compartment interior must be aluminum, steel or fiberglass. Magnesium prohibited.

**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".

**WEIGHT:** Any added weight for ballast must be mounted securely using 3/8-inch through-bolts. Hose-type clamps or tie wraps prohibited.

**WHEELBASE:** Dragsters Minimum 90". Maximum 150" on long side. Maximum 2" wheel base variations from left to right. Funny Cars 70" to 95", Roadsters 65" to 95, (2" variation maximum).

## **INTERIOR**

**GAUGES:** Tachometer, temperature and pressure gauges permitted.

**SEAT:** Properly braces and supported seat constructed of aluminum or fiberglass mandatory.

**UPHOLSTERY:** Optional

## **STARTING PROCEDURES**

All juniors may not be fired until ready to go into the burnout box. Juniors must be at the head of staging and waiting for the signal to start. Under no circumstances should the junior be started at the rear of staging and driven forward to the burnout box.

## **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.

### STAGING

Once an entry reaches the front of the staging lanes for a run, it must be prepared to fire and race. In order to be a legitimate race winner, the competitor must start, self-stage the vehicle and take the green light. This rule also applies to single runs. All competitors will be given one chance to re-fire their entry, provided no part of the vehicle is past the ready line. Crewmembers are prohibited from touching the vehicle once it reaches the "ready line" or cone. The ready line will be clearly identified by orange cones placed adjacent to the track surface prior to the staging area 10ft from the beam. Once any portion of the vehicle crosses the ready line, re-starting is prohibited.

Crewmembers touching the vehicle past the ready line will result in disqualification.

STAGING: "Auto Start" will be used in all classes at National Events. Once both cars are pre-staged and the first car fully stages, the second car has a predetermined amount of time (15 seconds) to stage before the tree is automatically activated. This predetermined amount of time is referred to as "Time Out". If the second car fails to stage before the system "Times Out", it will be given a red light. If either car rolls deep after "Auto Start" has been activated, the competitor accepts the deep staging and will not be pulled back.

"Courtesy Staging" is mandatory at all Junior events in all categories. If a competitor unintentionally lights both bulbs before the opponent stages, the starter will pull the vehicle back and allow re-staging. This is considered a pull back and will only be permitted one time.

DEEP STAGING: Is allowed but not guaranteed. If a car wishes to deep stage, they must clearly write the word "deep" on both sides of the entry in clear view to the starter and control tower. The Auto starter system will be activated when both cars are pre-staged, so if you are staging deep you should do it in a timely fashion.

Crewmember may assist the entry in the pre-staging of the vehicle. Once the entry is pre-staged, crewmembers must be behind the vehicle and out of both competitors view.

Pull Backs in the case of complete over staging are permitted one time if time permits. If the auto start system cycles during the pull back, the run will stand. If a car deep stages accidentally, there will be no pull back.

THE FINAL STAGING MOTION, USING APPLIED POWER, MUST BE IN A FORWARD MOTION GOING FROM PRE-STAGE TO STAGE.

### SUPPORT GROUP

COMMUNICATIONS: 2-way radios prohibited.

COMPUTERS: Prohibited. See General Regulations for specific information.

DATA RECORDERS: Permitted. May be utilized to record engine RPM, cylinder head and exhaust temperature. No sensor of any type may be used on the front wheels or spindles. All data recorders and related components including switches, push buttons and wires must be located outside of the driver's compartment and isolated from the drivers view. Data recorders may only be activated by a crew member and must be done before the entry reaches the ready line of the cone. The units may not display any information to the driver or remote location. A tachometer that incorporates download capabilities is classified as a data recorder. (See General Regulations: Data Recorders/Electronic Devices for specific information.)

GAUGES: Engine and cylinder head temperature gauges are permitted. A tachometer meeting specific

guidelines is also permitted. (See General Regulations: Data Recorders/Electronic Devices for specific information).

**STAGING DEVICES:** Mechanical, hydraulic, electric or pneumatic staging systems prohibited.

### **TIRES & WHEELS**

**TIRES:** Rear tires; 18" diameter x 7 ½" 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. Treatment of tires in the lanes, burnout area or starting line is not permitted and tire covers must be removed before entering staging lanes.

**WHEELS:** Front wheels, five-inch diameter minimum with a minimum spindle diameter of ½". 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.

**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. Any time a Jr. Drag Racing vehicle is being towed, the driver must be seated in the cockpit. No passengers. The tow strap may not be attached to any point of the roll cage. It is recommended that all entries utilized a fluorescent or brightly colored flag attached to the entry any time the vehicle is being towed. Minimum height of flag is five feet. The junior must be either towed from the top end of the track or pushed from the base of the timing tower back to their pit stall.

### **Entry Fees and Payouts**

Spectators / Crew:	\$ 10.00	
Children 12 and under:	Free (when accompanied by a paying adult)	
Street / Tuner	\$ 30.00	Buy Back \$ 10.00
Pro Street	\$ 30.00	Buy Back \$ 10.00
Modified ET	\$ 50.00	Buy Back \$ 25.00
Top ET	\$ 50.00	Buy Back \$ 25.00
Sleds	\$ 40.00	Buy Back \$ 10.00
Motorcycles	\$ 40.00	Buy Back \$ 10.00
Quick 8 Sleds	\$ 50.00	No Buy Back
Teen Race Series	\$ 25.00	No Buy Back
Junior Dragsters	\$ 25.00	No Buy Back
Nostalgia Race Series	\$ 30.00	No Buy Back
Test & Tune	\$ 30.00	

### **Special Events**

Spectator:	To Be Determined By Event
Children under 12 years:	To Be Determined By Event
Racer:	To Be Determined By Event
Crewmember:	To Be Determined By Event

### **Payouts**

All payouts at Oxford Dragway will be contingent upon car count and available sponsors for any given event. Purse amounts are not guaranteed.

### **New Racer Information**

#### **Racing Program**

Oxford Dragway's race program is designed for all racers. Eliminator divisions are established for specific vehicle types, and Test & Tune is available on any race date to allow newcomers to experience drag racing in a non-competitive environment. Newcomers should refer to the chapter about Drag Racing

Basics for more detailed information about the structure of the eighth mile and preparing for that first run. The starting line is sprayed with traction compound for the most powerful vehicles. Following are some basic rules, which must be adhered to. Additional information regarding safety requirements is contained elsewhere in this handbook, as well as the current IHRA Rule Book.

### Cars & Trucks

- Seat belts are required
- .500 Full Tree, Dial Your Own, Breakout Rule Applies
- Vehicles must comply with safety and equipment requirements as outlined by the current IHRA Rule Book.
- Overflow can for radiator mandatory
- Battery hold down bracket mandatory
- Valid state driver's license required. Learner's permits are not acceptable
- Helmets (Refer to Division Rules and ET Bracket Safety requirements) required for all vehicles running 9.00 or quicker
- Long pants, T-shirt, shoes and socks required. No tank tops or shorts allowed

### Other Vehicles

See Division specific Rules and Safety Requirements.

## **Oxford Dragway Track Rental Policy**

Currently, Oxford Dragway is not available for rental or private test sessions.

To request information regarding special events; contact the Track at [info@oxforddragway.com](mailto:info@oxforddragway.com).

## **Oxford Dragway Rainout Policy Major Events & Non Points Days**

Once racing of any sort commences, including Time Trials and Test & Tune, no spectator rain checks will be issued. In the event a program is cancelled before racing begins, spectators will be given a rain check for a following regular race day. The rain checks cannot be used for special events.

No cash refunds will be given under any circumstances.

Oxford Dragway is not responsible for the appearance, performance, or any breach of contract between the drivers/owners of any scheduled cars on the track.

## **Drag Racing Basics**

This section is for newcomers to Oxford Dragway and serves as a refresher for our regular racers. All racers should refer to the General Race Day Procedures and General Safety Procedure's sections of this handbook for additional clarification.

### **Friday Night:**

- After paying your race fee and receiving a wristband and tech card at the pit gate, you may park and then take your car to the tech area for inspection.
- Fill out the appropriate portions of your tech card and wait for the next available tech inspector. This Oxford Dragway representative will ask to see your driver's/operator's license, wristband and ask for your tech card.
- Vehicles successfully passing the tech inspection process will be tagged as such.
- Watch for the applicable colored flag for your class on the staging area flagpole.
- When your lane is pulled, you must be ready to race. The Staging Director will guide you toward the

burnout area. If you choose to do a burnout, follow the directions of the Water Box Technician. After completing your burnout, proceed immediately to the starting line.

- Approach the starting line until your front tire activates the pre-stage light.
- From there, inch your way forward until your tire causes the stage light to come on. This signals the starter that you are ready to race.
- Time your start so that your vehicle is leaving just as the green light comes on. A perfect reaction time is .500 seconds.
- Continue accelerating until you cross the finish line.
- Begin to decelerate as soon as you cross the finish line and continue down track until the turn. Remember, the vehicle in the left lane has the right of way. Proceed immediately to the time slip booth, obeying the posted speed limit en route.
- Your time slip is a detailed record of your run. It provides you with your reaction time, and elapsed time readings at the 60', 330' and the 1/8th mile. In addition, it provides you with a mph reading at the 1/8th mile. This data will help you evaluate your run.
- Proceed to the pit area to cool down your vehicle. Do not return to the staging lanes until your division is called to the lanes for another run.

The time breaks for the six eliminators are as follows: (all 1/8th mile times)

Top ET .....	4.00 - 7.99
Modified ET .....	5.50 - 10.99
Nostalgia .....	0 – 19.99
Motorcycles .....	0 – 9.99
Sleds .....	0 – 9.99
Pro Street .....	5.50 - 11.99
Street / Tuner .....	8.50 – 19.99
Teen Racing .....	10.00 and Slower
Junior Dragsters .....	7.90 and Slower
Test & Tune .....	All Run

### **Schedule**

A complete schedule is available at [www.oxforddragway.com](http://www.oxforddragway.com) or at the ticket booth.

### **Drag Racing Glossary**

**Autostart:** An automatic timing system program that allows a specified amount of time before the Christmas Tree is automatically activated after three stage bulbs are lit. Three stage bulbs mean both Pre Stage bulbs and one Stage bulb.

**Breakout:** When an individual runs a faster elapsed time than the one dialed-in (predicted) he/she loses.

**Burnout:** Involves spinning the drive tires in water to heat and clean them for better traction.

**Christmas Tree:** The starting line device that displays a timed countdown for each competitor.

**Deep Stage:** A vehicle is deep-staged when after staging, he or she moves a few inches further until the pre-stage light goes out. Deep Staging is not allowed in Quick Rod, Super Rod or Hot Rod.

**Dial-In:** The number a driver places on the vehicle that indicates the predicted elapsed time for that run. A driver must cross the finish line at or above that number. Going under the dial-in results in a foul. If both drivers go under their respective dial-in, the one with the greater margin of "breakout" is automatically disqualified

**Eliminations:** After qualifying vehicles race in pairs resulting in a winner and loser. Winners of each round continue to run in the same manner until only one vehicle remains

**E.T. (Elapsed Time):** The amount of time it takes to go from the starting line to the finished line.

**Foul Start:** A red light on the Christmas Tree will illuminate when the vehicle in that lanes leaves the starting line before the green light starting signal is illuminated. A Foul Start means the driver is disqualified

**Handicap Start:** A handicap start system is used in Bracket Racing to equalize competition between slower and faster cars. The Dial-in a driver places on his vehicle is placed in the computer. The computer compares both numbers and activates the Christmas Tree so the slower car leaves first. The amber bulbs will progress sequentially, top to bottom, in five-tenth second intervals before the green light illuminates.

**Holeshot:** A driver can improve his or her chances of winning by reacting faster to the Christmas Tree and their opponent.

**IR's (Infrareds):** Devices used by the CompuLink Timing System to measure a vehicle's elapsed time and speed at specific points on the quarter mile.

**Interval Timers:** These timers are located along the race track at the 60-foot, 330-foot and 660-foot mark. The information is recorded on the driver's time slip and in the control tower. Drivers will use this data to evaluate the performance of the vehicle during a run. The measurements are taken using infrared transceivers at the above distances.

**Overflow Can:** (Also known as a Catch Can). A container used to catch liquid overflow in order to prevent spillage on the track.

**Pro Tree:** On a Pro Tree start all three amber bulbs will come on simultaneously followed by a green light. The Pro Tree normally operates with a four-tenths interval between the amber lights and green light.

**Pre Staged:** A driver is considered Pre Staged when the vehicle's front wheels break the first infrared beam in the starting line area. The vehicle is approximately seven inches from the actual starting line, or Stage Beam. A driver can detect when the vehicle is Pre Staged when the first set of double-yellow bulbs On the top of the Christmas Tree illuminate.

**Reaction Time:** Measured in thousandths of a second, it is the time it takes for a driver to react to a green light. The Reaction Time counter begins when the last, yellow light completely illuminates. The counter stops once the front tires clear the Stage Beam.

**Speed Trap:** The final 66-feet before the finish line that is used to measure miles per hour.

**Staged:** A driver is considered Staged when the vehicle's front wheels break the second infrared beam in the starting line area. This signals the driver is ready to race. A driver can detect when the vehicle is Staged when the second set of double-yellow bulbs on the top of the Christmas Tree illuminate. The final Staging motion must be a forward movement going from Pre Stage to Stage.

**Time Slip:** Information provided to the driver after a run that indicates the intervals and speed.

**Water Box:** The area before the Starting Line where a driver will wet the tires in order to begin a Burnout.

## ADDENDUM

### **Spectator / Racer Admission Procedures**

ALL spectators will purchase admission at the newly designated Spectator window at the ticket booth. Spectators will receive a hand stamp indicating payment. Wristbands will only be required by racer and one crewmember to allow access to the designated restricted area.

All Tech Cards will be color coded per class. Once the applicable competition fee has been paid, the racer will be issued the applicable wristband for their competition class. Also, a single crewmember wristband will be issued if required to allow one individual access into the designated restricted area including the head of staging, water box area, and starting line. **NO ONE WITHOUT A WRISTBAND WILL BE ALLOWED IN THESE AREAS.**

\*\*Note – If at any time, an individual is found to be within the premises without proper paid admission, they will immediately be asked to leave. All racers are responsible for the action of their crewmembers. Any crewmember or racer found to be in violation of the stated requirements will be immediately removed from the premises, and all points and/or competition fees will be surrendered for that day. Subsequent violations will result in the suspension of the violating party for a period to be determined by Track Management.

## ADDENDUM

### **Tech Card / Ladder Generation Procedures**

ALL classes will have a color-coded Tech Card issued to them. Every class will be different in order to ease the sorting of class participants in the timing tower prior to racing.

Once Tech Cards are accepted and submitted to the timing tower, each class will be broken down and all cards for that class will be put into a container. Timing Tower personnel will then use the computer, or RANDOMLY draw tech cards from paid racers, to develop the competition ladder for first round racing. Guests may be asked to assist in the drawing of cards to alleviate contention from racers

First Round Bye-Runs will be awarded to the competitor with the best reaction time from the LAST round of time trials for that class. In the event two competitors receive identical reaction times, the competitor who records the reaction time FIRST will be awarded the Bye-Run. No competitor will be awarded two bye-runs during eliminations until all remaining competitors have received a bye-run.

This process will minimize the time requirement for the Driver's Meeting. There will be no need to draw chips, submit information to track personnel, then establish and announce the competition ladder.

Once the ladders have been established, based on submitted Tech Cards for that event, Timing Tower personnel will notify the track manager, and the track announcer will call all drivers to the base of the tower for the Driver's Meeting. No more than 5 to 8 minutes will be required for the track manager to make necessary announcements.

Once the Track Manger has completed, Timing tower personnel will announce the class, and read the first round competition ladder to the competitors. This allows the drivers to meet their randomly selected first round opponent.

Once a class ladder has been read, that class will be asked to leave the meeting area to minimize congestion and ease further ladder announcements.

The order of the ladder announcements will coincide with the run order for that specific race date. First class running will be announced first, and so on. This will allow maximum time for the competitors to prepare for moving to the staging lanes.

Any changes to the ladder due to late arrivals, or failure to turn in a tech card will be at the discretion of the Track Manager and or their designee. Any racer action that requires a change to the competition ladder (i.e. Late arrival, forgot to turn in tech card, etc...), WILL NOT result in a Bye-Run for that competitor. Track errors will be handled at the discretion of the track manager.

## ADDENDUM

# Technical Inspection Procedures

All Technical Inspections will be conducted by licenses IHRA Technical Inspectors and will follow the current IHRA Rule Book and additional specified Oxford Dragway technical requirements. In the event a conflict of stated requirements arises, The IHRA Rule Book will be the final deciding factor. Oxford Dragway reserves the right to add more stringent requirements than stated by IHRA, but at no time will allow a lesser requirement than stated by the IHRA Rule Book to exist.

All Technical Inspections will be conducted **in the staging lanes** prior to the commencement of race operations. The number of Tech lanes available will coincide with the number of available Technical Inspectors. Three Inspectors, Three lanes...

All competitors will be required to bring their vehicles to a designated lane for inspection. Oxford Dragway will no longer go to the racers pit area to conduct Technical Inspections.

At least one Tech lane will remain open throughout time trials to allow for late arrivals or re-inspection procedures due to failures/repairs. This lane will be designated and announced via the Track Announcer.

Once Eliminations begin, any racer requiring a Technical Inspection **MUST** locate the Track Manager and arrangements will be made to perform the necessary inspection.

All vehicles must complete Tech prior to utilizing the designated warm up area. At no time will a vehicle be allowed to operate on Oxford Dragway premises without a current Technical Inspection.

It is the driver's responsibility to ensure all necessary paperwork regarding SFI specifications and associated dates are available during the Technical Inspection Process. Failure to provide required information may result in not passing the inspection process.

Oxford Dragway Technical Inspectors **MUST** be granted full access to any part, component, or area of a vehicle during the inspection process. The Driver is required to remain with their vehicle during the inspection process and may be asked to demonstrate functionality of components within their vehicle such as, but not limited to, fuel/ignition kills, Neutral Safety Switch, Taillights, master battery cutoffs.

Any item deemed as not acceptable will be annotated on the driver's Tech Card in the "Rejection Description" area. The severity of the items failure to meet current specifications, and whether or not a warning or inspection failure will be issued is at the discretion on the Technical Inspector.

All vehicles successfully passing the Technical Inspection will be tagged with a color-coded decal with the event date. This tag must be placed in a manner so that it is visible to the head of staging as vehicles approach. Failure to properly place a technical Inspection Decal may result in delay of being allowed onto the racing surface.

## ADDENDUM

### **Entry Level Move Up Rule**

The Street/Tuner Division at Oxford Dragway is intended for entry-level racers to experience drag racing for the first time and build on their skills throughout the season.

- Street/Tuner Division is hereby declared an entry-level class only.
- All Street/Tuner participants must operate a state inspected and registered street driven vehicle. Race vehicles are not allowed in this class.
- Elapsed Time Bracket is 8.50 to 19.99 seconds
- Any racer who has won a Championship in this division since OPD Partners took ownership of Oxford Dragway (2005) is not eligible to compete in this division.
- In addition, any racer with experience gained in a higher designated class, such as, but not limited to, Modified Eliminator, Top Eliminator, Bikes, or Sleds, regardless of Championship wins, is not eligible to compete in this division. Whether or not they are racing for points is irrelevant. The lowest division these racers may participate in is the new Pro Street Division.
- Once an individual has won a Championship in the Street/Tuner Division, they **MUST** move up to the Pro-Street or higher designated division the following year. Once a championship is achieved, they may **NOT** return to the Street/Tuner Division following that. Taking a year off from racing in the Street/Tuner Division **DOES NOT** constitute the ability to return to that class.
- In the event the Champion in the Street/Tuner Division does not possess a vehicle capable of running within the time breaks for the Pro-Street Division, a provisional entry will be allowed based on their Championship status regardless of the E.T. of the vehicle.
- This rule **DOES NOT** apply to the Pro-Street Division.