



OFFICIAL DRAG RACER HANDBOOK

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PLEASE NOTE: These regulations are patterned after those in use in prior years. In the event that some policies require change, the staff and management at Heartland Motorsports Park have authority to make changes as necessary.

Welcome to Heartland Motorsports Park “House of Speed”

The 2022 schedule has a wide variety of events throughout the year. Our goal is to provide something for everyone. This handbook contains rules and procedures for all who attend drag racing events at Heartland Motorsports Park, sections for each series of events scheduled for 2022, and general guidelines which apply to all drag racing events. We trust it will be helpful to you.

We advise you to carefully read all contents.

DISCLAIMER

It is essential for every participant to understand this fundamental rule of drag racing: Prime responsibility for the safe condition and operation of a vehicle in competition rests with the vehicle owner, driver, and crewmembers. The track operator's main concern is to provide a place to conduct events. NHRA and Heartland Motorsports Park produce guidelines based on experience and circulates information to help perpetuate the sport. Close observance of the standards set forth in this handbook is required for all participants, including owners, drivers, and crewmembers. However, drag racing is dangerous. Therefore, no express or implied warranty of safety is created from publication of or compliance with NHRA & Heartland Motorsports Park rules, nor does compliance with NHRA & Heartland Motorsports Park rules guarantee against injury or death to participants, spectators, or others.

Upon entering an event, racers agree to follow the rules, and that all interpretation of the rules, questions and protests are left to the discretion of race officials. The Race Director shall be empowered to permit deviation and to impose further restrictions from any of the specifications herein. **NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS.** Interpretation of these rules is left to the discretion of track officials. Their decision is final.

Drag racing is a dangerous sport. There is no such thing as a guaranteed safe drag race. Drag racing always carries with it the risk of serious injury or death in any number of ways. This risk will always exist no matter how much everyone connected with drag racing tries to make our sport safer. Although Heartland Motorsports Park works to promote and enhance the safety of the sport, there are no guarantees that such safety measures will guarantee or ensure safety. The participant always has the responsibility for the participant's own safety, and by participating in drag racing, the participant accepts all risks of injury, whether due to negligence, vehicle failure, or otherwise. If at any time a participant does not accept these risks, the participant agrees not to participate in drag racing.

Each participant must read and understand the following disclaimer, this disclaimer is part of your official tech card and must be read and signed before any competitor is allowed to participate;

In consideration for being allowed to participate in events at this facility, I affirm that I have read, understand, and agree to be bound by all NHRA rules, regulations, and agreements, including, but not limited, to those contained in the NHRA Rulebook, with specific reference, but not limited to the rules, regulations, and agreements contained in the Administration Procedures and Appeals Section of the NHRA Rulebook that are incorporated herein by reference. I have the authority to bind the vehicle's owner to these terms if the owner is someone other than myself. I agree that NHRA and this facility make no representations, warranties, or assurances that a technical inspection, including review of any written information, will:

- Detect every or any vehicle, equipment, clothing, or rule compliance problem; or
- Prevent injury, death, or property damage

I agree that I bear the ultimate responsibility at all times to ensure the safety of the vehicle, equipment, **and clothing in question, and for compliance with all NHRA rules, regulations, and agreements referred to above. I agree that I am in the best position to know about the construction and operation of the vehicle, equipment, and clothing in question, and compliance** with all NHRA rules, regulations, and agreements referred to above. I agree that participation in any and every aspect of the sport of drag racing is a privilege, not a right, and wish to participate in accordance with all of the forgoing.

HEARTLAND MOTORSPORTS PARK is an NHRA Member Track

We follow the rules and regulations of the National Hot Rod Association. If you are not already a member, we encourage all drivers to become NHRA members. The NHRA Rulebook is an important source of information. It lists safety requirements for your race vehicle to pass tech inspection prior to racing. Every competitor should possess and read the NHRA Rulebook. Those are the rules we enforce. We also have certain behavior expectations. SAFETY is at the top of the list.

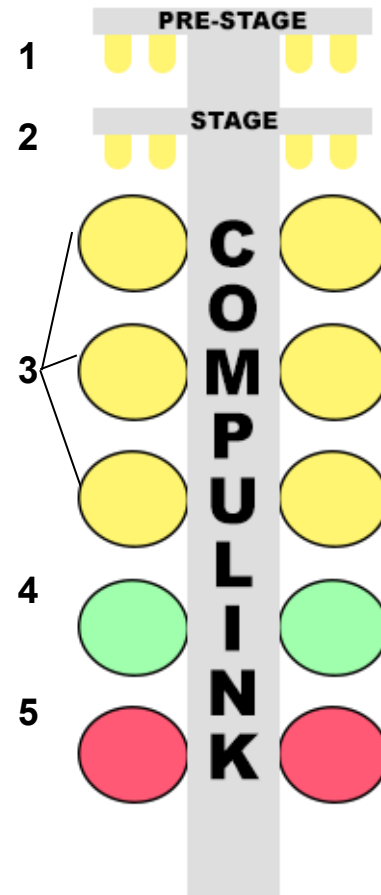
The speed limit at Heartland Motorsports Park is 10 MPH in all areas except the racing surface. Violators endangering others with reckless and inconsiderate driving habits, whether in a race vehicle or pit vehicle, will be expelled from the facility, along with their entire crew and race vehicle. Burnouts are permitted only in the burnout box.

Abusive, profane, or offensive language is not tolerated. It is grounds for immediate disqualification from an event, suspension of racing privileges, and the right to attend future events at Heartland Motorsports Park. The severity of such action shall be determined in the sole and absolute discretion of Heartland Motorsports Park Officials.

This standard is upheld both at the facility and online. Unprofessional comments made in person and online are extremely detrimental to the spirit of drag racing, and make promoting our sport difficult. If you ever have a concern regarding any aspect of the operations at Heartland Motorsports Park, please contact an official and politely discuss your concerns. No race track benefits from criticizing comments online.

All race vehicles must pass tech inspection. Proper safety equipment and apparel are required, as outlined in the 2022 NHRA Rulebook. Those not meeting the requirements will be rejected by the Tech Official.

THE TIMING SYSTEM



1. The **Pre-Stage Lights** are turned on by infrared beams that run across the race track. They are used to show where the vehicle is on the racetrack.
2. The **Stage Lights** are activated when the racer has their vehicle pull 7 inches further forward from the Pre-Stage Light, activating the Stage Light. This indicates that the driver and vehicle are ready to make a pass.
3. With the driver ready to make a pass, the three **amber lights** will activate in order (all at once for a Pro tree, or sequentially separated by .5 tenths of a second for a Full tree). The driver's job is to 'anticipate' the green light coming up, not leave when the green light turns on.
4. If a driver leaves the starting line and the **green light** is on, the driver succeeded on leaving 'on-time' per say not leaving too early.
5. When a driver leaves too early, the **red light** will turn on. Using the example of an Olympic foot race, the red light would come on when a sprinter leaves before the gun fires.

The optimal reaction time for a racer to have is a .000, dubbed a Perfect Reaction Time. To do this, the driver will have to do a perfect job of anticipating the green light turning on. The reaction time is a crucial part of bracket racing, as anything slower than a .000 reaction time works towards your 'handicap'. Again referring to an Olympic foot race, having a slow reaction time is no different than an Olympic official firing his starting gun, and the sprinter having a late start. The sprinter still has a chance to win (as opposed to leaving too soon and being disqualified for red lighting) but it will be tougher because of the 'handicapped' time left on the starting line.

COMPULINK — Heartland Motorsports Park uses the latest Compulink Timing System. Listed below are some of the most commonly referred to features.

AUTOSTART — The Autostart System will automatically start the Tree at a random pace within a given window. When both drivers are Pre- Staged, the starter will flip the Autostart switch. When one driver stages, the other will have 10 seconds to stage their car, otherwise the Compulink system will 'time them out' and disqualify them. Once both cars have staged for approximately half a second, the Tree will come on after a random variable of time later, depending on the class.

CROSSTALK — This program allows the Tree to be fully shielded, but still allows drivers in Super Pro, Top Dragster, and Top Sportsman classes to leave off their opponents tree. CROSSTALK functions by lighting the top bulb in both lanes at the exact same time. This allows both cars a clean "hit" on the Tree. The slower car's Tree will continue counting down as normal. The quicker car's top light will remain lit for the duration of the handicap, plus the normal 0.5 second, before counting down the second and third lights as normal. If you have any questions or do not understand how cross talk works please consult with one of Heartland Motorsports Park's Officials. The driver of the faster car in a pair may cancel the CROSSTALK system by including an "N" behind their dial (i.e. 7.85N). A dash will appear in front of the dial posted on the scoreboard (-7.85) to indicate that CROSSTALK is NOT in place. Drivers should check the scoreboard before staging. **There will be NO re-runs for incorrect tree configurations.**

COURTESY STAGING — Out of courtesy to your fellow competitor, we ENCOURAGE courtesy staging however it is not mandatory. As you stage your vehicle, please pull forward until the first light (pre-stage) comes on. At that point, you should wait until the car in the opposite lane has done the same. When both cars have pre-staged, either one may then pull into the second beam which fully stages that car. PLEASE NOTE: The system registers a car as staged if the stage light is on for at least 0.6 seconds. Therefore, be extra cautious when "bumping" into the lights.

DEEP STAGING — If you choose to deep stage, you do so at your own risk. Do not write "deep" on your car. The starter is under no obligation to wait for a driver to deep stage. The same rules will apply at the Summit ET Finals.

LED's — Heartland Motorsports Park uses COMPULINK LED lights in the Christmas Tree at every event. They are more reliable than an ordinary light and less prone to failure. Please note that all LED lights are not equal. The LED's sold at some outlets are inferior to the COMPULINK LED units used at Heartland Motorsports Park.

TRU-START — Tru-Start will be in affect in all bracket classes. Tru-Start only comes into play if both drivers in an elimination round red light. If both driver's red light, the driver who's red light is closest to green will be the winner. This is different from year's past when the first driver to red light would lose,

GENERAL REGULATIONS & STANDARD OPERATING PROCEDURES

BURNOUTS — Only permitted in the burnout box.

BUY BACKS — In classes that buy backs are permitted, racers must pay fee prior to Round 2 of applicable class beginning in the control tower. Racers are eligible for buy backs if they did not win in Round 1 of competition.

BYE RUNS — In the first round of non-laddered competition classes, the single will be offered to a racer via random draw. In round two, the competitor with the best WINNING REACTION TIME from round one will be given the bye. After round two, all categories will be on a ladder.

CAR NUMBERS — required 4" high by 1 1/2" wide on both sides and front & rear window.

CLOTHING — ALL drivers and passengers required to wear full-length non-synthetic pants, short- or long-sleeved shirt, and closed toe shoes. *Shorts, tank tops, open-toe/heel, or sandals are prohibited.*

DIAL-INS — ***Must be visible from the tower***, placed on passenger side, front and rear window. It's recommended to have the dial-in on all four sides of the vehicle. Dial-in boards must be mounted to the right (passenger) side of a race vehicle and visible to race control personnel. Once the front tires of a race vehicle are under the tower, their dial-in is considered locked, and cannot be changed. **ABSOLUTELY NO RE-RUNS DUE TO INCORRECT DIAL-IN.**

DRIVERS — All drivers are required to have a valid driver's license or NHRA Competition License. All drivers under the age of 18 must have a parent permission form on file which is signed by both parents prior to passing tech inspection.

HELMET — Drivers of all cars 13.99 and quicker are required to have an approved SFI or SNELL helmet. See the 2022 NHRA Rulebook or a Heartland Motorsports Park Tech Official for questions regarding legality of a helmet.

LADDERS — In all classes, racers will be randomly paired in rounds one and two. After round two has been completed, the remaining winning racers will be placed on a ladder based on their reaction time from round two of competition.

LANE CHOICE — Assigned lanes for left and right will be utilized. Competitors in random pairing rounds will get the lane they want if possible. If at the end of the session there is a single lane of competitors, the first competitor in the front of the line will receive the desired lane, the competitor immediately following will be put in the opposite lane. In ladder rounds of eliminations, lane choice disputes will be determined via coin flip.

PASSENGERS — Not permitted in vehicles running quicker than 14.00 or during eliminations.

PAYOUT — Payouts listed in back of book. All event checks will be mailed out to the contestant after event completion. Racers must complete a 2022 W9 and have on file prior to check being mailed.

PIT VEHICLES

Due to insurance regulations, at ALL Division 5 NHRA racetracks, it is a requirement that all Motorized Pit Vehicles (Scooters, Sprees, Golf Carts, 4-Wheelers, etc) be registered at the Racetrack in order to be operated at the track. Racers must complete the registration form to be kept on file at the track, affix an NHRA Pit Vehicle sticker to the pit vehicle, and pay the \$10 licensing fee. This Pit Vehicle Registration is not optional and is mandated by the NHRA. Complete details and forms are on the website www.nhradiv5.com and at each track. Mini-bikes, ATV's, golf carts and related vehicles can ONLY be operated by state licensed drivers. Each vehicle must display the car number of the team/driver it is with. Reckless driving of any type will NOT be tolerated, and the team/driver will face consequences regarding any actions involving their vehicles. These types of vehicles must be operated in a safe manner at all times, as mandated by our insurance company. No such vehicle is to be operated in the restricted area of the pits.

RANDOM PAIRING — You are considered paired with another competitor once instructed by a staging official. Once paired, if one competitor encounters issues (not starting, broken or unable to make the call when so directed by the staging lane director), they will be given 60 seconds to attempt repairs before the other competitor will receive a bye run. The competitor able to make the call must stage under engine power and take the tree to advance to the next round unless otherwise instructed by the Event Director.

RE-RUNS — In the event of a re-run, competitors are permitted to change their dial-ins. Failure to appear for a rerun when directed by an official is an automatic disqualification.

RESTRICTED ACCESS — Drivers and crew must sign the Release & Waiver of Liability form at each event. Violations will result in consequences. Parents must sign a Minor Release and Waiver of Liability and Indemnity Agreement for any minor under the age of 18.

RUN TIME — Racers will be given at minimum 20 minutes from the time their class is completed to the time their class starts again. Adjustments are under Race Director discretion. Double-entered drivers do so with the understanding they are taking a greater challenge than single entered drivers.

RAIN OUTS & CREDIT POLICY

We will go to every effort to complete a scheduled race. However, if a race gets rained out during eliminations, drivers earn points based on the last completed round in their class. As an example, if a race is halted at any point after the start, but prior to the completion of round four all drivers in competition would get points and split payout based on the results from round three. If a race is called after the completion of round one, but prior to the start of round two, payout and points will be split amongst ONLY the first round winners. Anybody who paid a buy-back will be refunded. Credits for rainouts are as follows: 1) an event called prior to start of time trials will receive 100% credit. 2) an event called during time trials but prior to eliminations (or in the case of a test and tune, before the halfway point of the event) will receive 50% credit. 3) an event called after eliminations have started (for test and tune, after the halfway point of the event) will receive no credit. In all cases, the Race Director will make the final decision. All attendees are required to hold onto their receipt received at the entrance gate to claim credit for a cancelled event. Credits must be used within the same calendar year as cancellation. Events cancelled in October will be permitted for use in the following season.

FAILURE TO PASS TECH INSPECTION

It is the responsibility of the driver to only enter a car into competition that will pass tech inspection for the class into which it was entered. In the event that a car does not meet the safety standards, the racer will be charged for the spectator fees for that event, but the racer portion will be refunded. No points will be awarded.

POINTS

Once time trials begin, 30 points will be credited to all vehicles that have completed tech inspection. Racers will receive 10 points per round win, regardless if having bought back or not. An event winner will receive an additional 3 points, while an event runner-up will receive 2 additional point.

CHANGING CLASSES — **NO** points may be moved from one class to another.

TIE-BREAKERS — To determine a tie among two or more drivers, Heartland Motorsports Park will use the following series of tie-breakers, in order 1-5, until a leader is found. The leading driver will be the one who: 1) Has the most round wins; 2) Has the best head-to-head matchup; 3) Did the best at the most recent points scoring event; 4) Did the best at the second most recent points scoring event, etc. until a winner is determined.

YEAR-END AWARDS — Year-end awards will be given to the top 5 finishers in Super Pro, Pro, and Sportsman, and top 2 in High School, Jr Street, and Jr Dragster. The banquet will be held in the Tech Building at the conclusion of the last Summit ET Series race on October 16th.



NHRA DIVISION FIVE **SUMMIT RACING** **ET FINALS**



Up to 80 racers will earn the right to represent Heartland Motorsports Park at the NHRA Division 5 Summit ET Finals held at Heartland Motorsports Park on September 15-18, 2022. All classes that will be contested at the ET Finals have their final points event on September 3rd.

ET RACING SERIES RULES

These rules will in effect for the 2022 Heartland Motorsports Park Season.

SUPER PRO (1/8 MILE 4.00—7.49)

(At the ET Finals, Super Pro will be 1/4 mile 7.00-11.99)

1. **Computer:** Prohibited unless stock OEM equipment or OEM replacement. See General Regulations 9.1 in the NHRA Rulebook.
2. **Data Recorders:** Permitted. See General Regulations 9.2 in the NHRA Rulebook.
3. **Delay Boxes:** Permitted. One box/delay device attached to trans-brake and/or throttle timer only. All direct wiring must be clearly identifiable to the tech inspector.
4. **Transbrake:** Permitted.
5. **Line Lock:** Four-wheel line lock permitted. Must be NHRA Accepted
6. **Automated shifter:** Permitted.
7. **Throttle Control:** Permitted per NHRA Rulebook.
8. **Ignition:** Stutter boxes prohibited. Starting line and "high side" rev limiters permitted. Two-steps, rev-limiters or any other rpm limiting devices, legal unto themselves but altered or installed so as to function as a down-track rpm controller is prohibited.
9. **Switches and Buttons:** Must be standard mechanical connection type. All others prohibited.
10. **CompuLink:** CROSSTALK is available in Super Pro.
10. **Tow Vehicles:** Permitted. Full size vehicles are not recommended but legal.

PRO (1/8 MILE 5.60—8.59)

(At the ET Finals, Pro will be 1/4 mile 9.00-13.99)

3. **Delay Boxes:** Prohibited
6. **Automated Shifter: Timed or RPM type permitted.** All settings must be pre-set prior to run. See General Regulations 8:2.
7. **Throttle Control:** Throttle must be manually operated by Driver's foot or handicap hand controlled. A dead-stop under the carburetor linkage or gas pedal is permitted. Throttle timers and counters are prohibited.

11. Tow Vehicles: Prohibited

SPORTSMAN (1/4 MILE 11.60 and slower)

(Identical to the above with the following exceptions)

4. **Transbrake:** Prohibited

5. **Line Lock:** Four-wheel line lock prohibited. Two-wheel line lock permitted on non-drive wheels only.

6. **Automated Shifter:** Prohibited unless OEM equipped.

HIGH SCHOOL (1/4 MILE 12.00 and slower)

Open to full bodied cars with full fenders, hood, grille, top, windshield, and function doors. Line Loc and nitrous are prohibited. Slick tires permitted.

JR STREET (1/8 MILE 9.00 and slower)

Jr Street is for drivers age 13-16 to compete amongst their peers in street-legal vehicles. Drivers must have NHRA Jr Street license to compete in eliminations. Vehicles must be registered, insured, with mufflers and DOT approved tires equipped. Vehicles must be full-bodied cars, trucks, vans, or SUVs. Open-top vehicles prohibited.

JR DRAG RACING SERIES

(see 2022 NHRA Jr Dragster rulebook for complete rules)

After initial burnout, racers may be pulled back ONE time prior to approaching ready line. Flags must be used on all Juniors when being towed.

Class	Ages	Dial-in Window (1/8 Mile)
		13-17 Year Olds: 7.90 & Slower
		10-12 Year Olds: 8.90 & Slower
Jr Dragster	6-17	8-9 Year Olds: 11.90 & Slower
		6-7 Year Olds: 13.90 & Slower

ELECTRIC VEHICLE (EV) (1/4 MILE)

Open to OEM street legal full-bodied cars, trucks, vans, or SUVs. Unaltered OEM installed antilock brakes, airbag functions, as well as all other OEM safety related systems must be functioning as per manufacturer's specifications. Autonomous Driving Mode not permitted on track. Tires used may be other than OEM, but they must be DOT-approved. EV vehicles may compete in any of the other existing ET Series categories provided they pass the category's tech inspection process.

DEDICATED TO SAFETY

Since it's inception, the NHRA and Heartland Motorsports Park have held safety as the number one priority at all times. Drag Racing is an inherently dangerous sport, and since that is the case we take it upon ourselves to ensure the safest racing possible. However, there is always the opportunity for incidents to occur. When it comes to sanctioning bodies, no other comes close in comparison to what the NHRA offers to it's members.

By becoming a member of the NHRA, you are granted the major benefit of \$575,000 excess medical insurance. If you are injured at the track as a racer, crewmember, or even a spectator, your NHRA Membership has you covered. When all your personal insurance benefits have been used, your \$575,000 excess policy steps in to take care of you and your family.

Additionally, NHRA Members Receive:

- NHRA National Dragster subscription with spectacular action photography, in-depth features, and the sport's best racing coverage, every other weekend throughout the racing season (24 issues/yr)
- Membership Hospitality Center at every NHRA Mello Yello Drag Racing Series event
- 25% OFF your season subscription to NHRA.tv, NHRA's live stream of the MelloYello Drag Racing Series
- \$10 OFF tickets to your favorite NHRA Mello Yello Drag Racing Series events (4 coupons/\$10 each)
- 10% OFF NHRA merchandise from NitroMall and NitroMall.com
- 10% off Dragmart classified ads you place in NHRA National Dragster
- Digital edition of NHRA Rulebook and NHRA National Dragster
- Official NHRA membership card, collector's pin, and decal

It is strongly recommended if you drive a vehicle that travels the quarter mile in less than 11.49 seconds that you are an NHRA Member. For

NHRA Membership information, call 1-800-308-6472 or visit member.nhra.com



ET Racing Series
2022 Payout Structure

SUPER PRO		PRO ET	
Winner	\$950	Winner	\$700
Runner-Up	\$400	Runner-Up	\$300
Semis	\$200	Semis	\$125
Quarters	\$75 (50+ entries)	Quarters	\$50 (50+ entries)
Entry Fee	\$70	Entry Fee	\$60
Buyback	\$35 1 st Round Only	Buyback	\$25 1 st Round Only

SPORTSMAN		JR DRAGSTER	
Winner	\$350	Winner	\$100
Runner-Up	\$150	Runner-Up	\$50
Semis	\$50	Semis	\$25
Entry Fee	\$35	Entry Fee	\$25
Buyback	\$15 1 st Round Only	Buyback	\$15 1 st Round Only

JR STREET			HIGH SCHOOL		
Winner	Tech Card	\$ Payouts begin at four entries or greater.	Winner	Tech Card	\$ Payouts begin at four entries or greater.
Runner-Up			Runner-Up		
Entry Fee	\$30		Entry Fee	\$30	
Buyback	\$10 1 st Round Only		Buyback	\$10 1 st Round Only	

2022 Heartland Motorsports Park Dragstrip Schedule

March 19	Open Test & Tune (10am-4pm, \$35 car+driver)
March 20	Open Test & Tune (10am-4pm, \$35 car+driver)
March 26	Open Test & Tune (10am-4pm, \$35 car+driver)
March 27	<u>ET Racing Series Points Race #1</u> & T&T
April 2	<u>ET Racing Series Points Race #2</u> & T&T
April 9	<u>ET Racing Series Points Race #3</u> & T&T
April 15	Finally Friday Night Drags (TnT) Presented by Edgar's Transmission
April 16	<u>ET Racing Series Points Race #4</u> & T&T
April 30	Import FACEOFF (see importfaceoff.net)
May 6	Finally Friday Night Drags (TnT) Presented by Edgar's Transmission
May 7	<u>ET Racing Series Points Race #5</u> & T&T
May 28	AHRMA Motofest (see ahrma.org)
June 6-8	Frank Hawley Drag Racing School
June 10-11	Modern Street Hemi Shootout (see hemirace.com)
June 17	Finally Friday Night Drags (TnT) Presented by Edgar's Transmission
June 18	<u>ET Racing Series Points Race #6</u> & T&T NHRA.TV Challenge + JDRL Challenge (Wallys)
June 23-26	House of Speed Shootout (\$10k/\$20k/\$10k)
July 22	Finally Friday Night Drags (TnT) Presented by Edgar's Transmission
July 23	<u>ET Racing Series Points Race #7</u> & T&T
July 27-31	NHRA Lucas Oil Drag Racing Series Double
Aug 12-14	Menards NHRA Nationals presented by PetArmor
Aug 27	Legion Moto Track Days (see legionmototrackdays.com)
Sept 2	Finally Friday Night Drags (TnT) Presented by Edgar's Transmission
Sept 3	<u>ET Racing Series Points Race #8</u> & T&T
Sept 15-18	NHRA Division 5 Summit ET Finals
Sept 23	Finally Friday Night Drags (TnT) Presented by Edgar's Transmission
Oct 21	Finally Friday Night Drags (TnT) Presented by Edgar's Transmission
Oct 22	<u>ET Racing Series Points Race #9/T&T</u> + Awards Ceremony