

2021

1320 FABRICATION E.T. SERIES RULES, POLICIES & PROCEDURES



TOP ET

8.49 & QUICKER 1/8 (12.99 & QUICKER 1/4) DOOR CARS, DRAGSTERS, ALTEREDS, ROADSTERS & MOTORCYCLES who leave on a button
DELAY BOXES PERMITTED (SEE "ELECTRONICS" FOR ITEMS THAT ARE PERMITTED/PROHIBITED)

MODIFIED ET

ALL RUN 1/8 (9.00 – 19.99 1/4) DOOR CARS & LEFT HAND STEER ROADSTERS AND MOTORCYCLES
FOOTBRAKE - NO ELECTRONICS (SEE "ELECTRONICS" FOR ITEMS THAT ARE PERMITTED/PROHIBITED)

MOTORCYCLE ET

10.00 & QUICKER 1/8 mile (14.99 & QUICKER 1/4) RUNS WITH MOD ET (Except bikes that leave on a button run with Top ET)
NO DELAY BOXES, 2" GROUND CLEARANCE REQUIRED, FRONT & REAR BRAKES REQUIRED

JUNIOR DRAGSTER

HALFSCALE DRAGSTERS FOR DRIVERS AGE 7-17. AGES 7-9 LIMITED TO 11.90 & SLOWER,
AGES 10-17 LIMITED TO 8.90 & SLOWER, AGES 12-17 LIMITED TO 7.90 & SLOWER WITH MASTERS LICENSE,
AGES 16-17 LIMITED TO 7.50 & SLOWER WITH ELITE LICENSE

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I. TECH INSPECTION, EXPRESS TECH & TRACK CREDITS

☑ **Tech Inspection:** Tech Inspection is located in staging lanes 10 & 11. All vehicles are required to park in the pits, unload your vehicle and report to tech inspection with all safety equipment, clothing and accessories required to race. Please fill out your tech card completely and be prepared to show your IHRA license if your vehicle runs 6.49 or quicker (9.99 or quicker 1/4). After passing inspection you may enter the lanes if they are open for your class. If not, please return to the pits and wait for your class to be called to the lanes.

☑ **Express Tech:** You are required to go through an initial inspection of your car/motorcycle on the first points race entered. Again this year, enrollment into the points program for all racers is absolutely FREE. So on your first race of the year, simply register your number in the tower before going to tech. You'll receive a number registration card and then you're set in the points.

After you have passed this initial tech inspection, you do not need to bring your car/motorcycle through tech each week. All that is required is to bring your completely filled out tech card (with driver and crew signatures on back) to tech. The tech official will compare your car/bike number, name and type of vehicle to your current number registration card. If all match, you will be issued a tech sticker for that event. If driving any vehicle other than what was presented on the initial inspection, you must bring that vehicle to tech along with the tech card.

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

☑ **Re-Entries:** Double entry is not permitted on any E.T. event (double entries are defined as two drivers being alive in eliminations in the same car or one driver with two entries in the same car). However, one driver is permitted to drive two different cars in the same class or the same car in two classes (provided it meets the rules for both classes). Racers are also permitted to drive two different cars in two different classes.

We will have first round re-entry on all points races. First round re-entry will be run with all re-entry cars paired and run together with the winners moving into the next round.

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

☑ **Track Credit Policy:** If a driver breaks prior to running first round at any event, they can receive a track credit (no cash refunds) that can be used at any future MDIR event. The credit amount will be the entry fee paid minus the general admission for the day.

II. STAGING, PAIRINGS, BYE RUNS & BURNOUTS

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

☑ **Burnouts:** Burnouts can be performed by any car/bike. Cars with slicks must pull through the waterbox. Cars with street tires may go around the waterbox. Crew members are prohibited from holding onto a car while the car is performing a burnout. Only vehicles without front brakes (dragsters & alteredds) and pro cars are permitted to do a burnout across the starting line. If a racer needs more water for their burnout, get the officials attention. Please do not have a crew member spray the water, as they tend to overdo it and water gets tracked up to the starting line which can cause delays in the race.

☑ **Bye Runs:** Bye runs are determined by drawing cards - the bye run may not be declined. The first eight cars in each lane are eligible for the bye. Cards are shuffled and cut. The top card will determine which car has the bye. Left lane is represented by black cards, right lane is by red cards and the number on the card determines which car back in line receives the bye. That car will pull out of line and will receive the bye if there are an odd number of cars. Drivers can get only one bye per event unless all cars remaining have had a bye. Broke bye runs are awarded in the event that your opponent is unable to race. This occurs only after you have been paired. If it occurs prior to pairing, which is in the lanes, no solo will be awarded. Broke byes are still eligible for regular bye runs.

Any bye run car that chooses to take the tree and back off the starting line must still go to the end of the line in the staging lane they choose.

☑ **Staging Lanes & Pairings:** Never block the entrance of staging with your race car, trailer or pit vehicle. Please stay with your car at all times while in the staging lanes. The staging lanes & pairing policy applies to all E.T. classes (Top E.T., Mod E.T. & Junior Dragster). Once you have selected a lane to run in and have come to a complete stop in that lane, you cannot switch lanes or move in front of or behind a racer for any reason. A bye run will be pulled every round even if there is an even number of cars, this is to prevent cat and mouse games in the lanes. Once the bye run is pulled, cars will be paired side by side. If we run out of cars in one lane, then they will be run front to back with the front car having lane choice. Once single file pairing has begun, any cars entering the lanes for that class must get in at the back of the single file line. This pairing procedure will be used all the way up to, but not including the final. In the final, drivers will draw high card for lane choice (ace is low). You are considered a pair once your front tires enter or pass the pedestrian crosswalk in the staging lanes. Inability to run once paired constitutes a broke bye. As you pull around to the pad, make sure that you remain paired. It is impossible for the tower to determine who is paired until you enter the water. In the event that you reach the waterbox and are no longer paired correctly, do not start your burnout. Grab the attention of the waterbox personnel and tell them you are not paired correctly so that the issue can be resolved. If you stage, it is a race - there will be no re-runs for wrong pairings, even if both drivers agree. On events with large care counts classes may be called in by odd numbers or even numbers first. On two day events, the first day will be odd numbers and the second day will be even numbers.

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

- ❖ By fully staging your vehicle, you have signaled to the track officials that you find all conditions acceptable and you are ready to race. In addition to the situations described in the paragraphs above (pairings, dial-ins, and deep-staging), this includes any problems (i.e., overheating, cold tires, etc.) resulting from delays on the track. If there is a problem, DO NOT STAGE. Inform a starting line official of your problem and they will assist you to correct the situation. If you stage, you have agreed to every condition of the race and there will be no re-run, even if both drivers agree.
- ❖ Attention J/D racers and parents - To assist in keeping costs down by saving time and prevent entry fees from going up, all Juniors must start their burnouts when the pair on the starting line has all 4 stage lights on. If the pair at the line has left and you have not already started your burnout, you are holding up the race and costing time/dollars. This also means that parents and/or crew need to stand to the side and not behind the car when their car is staging. Many times the cars in the water box are ready to start their burnouts but the parents/crew are standing in the way. Please make every effort to comply with this rule as those who blatantly disregard after being warned are subject to loss of a time run, point deductions or DQ from the event depending on severity of infractions. This is not to say that when someone is having an actual mechanical problem and is trying their best that they would be warned. But, this will be up to the Race Director and the decision is final. Also, only one pushback is permitted after the burnout.
- ❖ Once a Junior Dragster has pre-staged, crew members can not touch the car - Disqualification may occur.
- ❖ Courtesy Staging is recommended but not enforced in all E.T. classes.

☑ **Deep Staging:** Deep staging is done entirely at your own risk. You should be fully deep-staged before your opponent is fully staged. You must write "DEEP" on the front windshield and both side windows. You and/or your crew must also alert the waterbox that you intend to deep stage so they can radio the message to the starter. Please keep in mind, there are factors and distractions that can cause a "DEEP" to be easily overlooked. Deep stages ARE NOT guaranteed AT ANY EVENT. The driver accepts all responsibility for problems resulting from deep staging.

☐ **Round Robin:** For most races, you will return to the pits after the first and second rounds of eliminations and wait to be called back to the lanes. Round robin begins with the third round for all classes unless more than 16 cars remain, which it would then go to 4th round. This means that winners of the third round and every round thereafter should report directly back to the lanes to cool down. It is essential that you report back to the lanes immediately and cool down there. Please listen to the announcer for instructions and/or variations. If you miss your round, you will be disqualified.

☐ **Time Trials (Regular Events):** If you wish to run the left lane of the track use odd numbered staging lanes, if you want the right lane of the track use even numbered staging lanes. On events when time is a factor, and we reach the end of a session, should there be more than five (5) cars left in a single lane the second car of each pair will be moved over to the empty lane. If lane choice is important to you, make sure you do not end up at the end of a session.

- ❖ Staging lanes for all classes are: Top & Mod 1-6, and Junior Dragster Lane 8. In an effort to minimize the amount of time spent waiting in the lanes, we will run time runs by class. Each class will be called to the lanes over the P.A. Only one run is allowed per “class” session. The computer has been programmed to flag cars that attempt more than one run per session. You will not receive a R/T or elapsed time on the second run. All points races are 1 time run and straight into 1st round on Saturdays, and Sunday will be straight into 1st round after new entries only time runs.

Saturday Weekly ET Schedule

9:00 am - Gates Open
10:00 am - Time Trials all classes (1 session)

Eliminations Immediately after time trials

Run Order – JR (TT), TOP (TT), JR (R1), MOD (TT)
JR (RE), TOP (R1), JR (R2), MOD (R1)
JR (R3), TOP (RE), MOD (RE)
JR (R4), TOP (R2), MOD (R2)
Continue Jr, Top, Mod, run order through finals

Sunday Weekly ET Schedule

9:00 am - Gates Open
9:45 am – New Entry Time Trials only
10:00 am – Round 1 all classes

Run Order – JR (R1), TOP (R1), JR (RE), MOD (R1)
JR (R2), TOP (RE), JR (R3), MOD (RE)
JR (R4), TOP (R2), MOD (R2)
JR (R5), TOP (R3), MOD (R3)
Continue Jr, Top, Mod, run order through finals

Day-2 New Entry is Defined as

An entry where neither the vehicle nor driver ran in eliminations on Day-1 in any class

Show / Special Event / Big Buck ET Schedules

Please refer to the schedule listed on the flyer or brochure for that event. Go to RaceMDIR.com and click “Event Flyers” to view all postings.

III. CONDUCT OF DRIVERS & PIT CREW

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

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

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

☐ **Pit Bikes:** Golf Carts, motorized pit bikes, mini-bikes, and ATV’s are ONLY permitted to be used for racer needs in the pit area and/or to tow race cars/motorcycles They may also be used to assist in the mobility of handicapped persons. **ALL OPERATORS MUST HAVE A VALID STATE DRIVER’S LICENSE AS WELL AS THEIR CAR NUMBER PROMINENTLY DISPLAYED ON THE PIT BIKE.** “Joy riding” or unsafe operation anywhere on the premises by you or your crew members is grounds for immediate disqualification. Children are not permitted to operate pit vehicles of any kind. Absolutely no pit bikes are permitted off the asphalt by anyone – including the racers. These safety regulations are strongly enforced; as they are not just for the protection of your property and crew, but for the protection of others as well. Failure to comply with these rules may result in your immediate disqualification. Pit bikes are not permitted to park in the staging lanes, anywhere on the left past the ready line, winner circle, and/or

any other area marked with no parking signs. **One hour after the last final goes down the track, all pit vehicles must be parked, which means foot traffic only past that point.**

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

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

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

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

IV. COMPULINK CROSSTALK, AUTOSTART & STAGELOK

☑ **Compulink CrossTalk:** The CrossTalk Program solves the problem of the open vs. shielded top bulb controversy. CrossTalk allows the tree to be fully shielded (all ambers) while giving several benefits. All racers have their own "clean" tree, with all ambers including the top amber facing directly towards them. CrossTalk functions in eliminations by firing the top amber in both lanes at the same time. This allows both cars a direct "hit" on the tree. The tree of the slower lane will continue counting down to the second and third amber as normal. The faster cars top amber will remain lit until the time comes for the second and third amber in that lane to cycle down. Note that CrossTalk function would only be run in "Box" classes in eliminations only. Footbrake classes would have a normal functioning tree.

- ❖ A driver (if he is the quicker of the pair) may cancel the CrossTalk function by including the letter "N" after the last digit of their dial-in. For example, a dial-in of 7.85N would cancel CrossTalk for that pair of cars if the 7.85 was the fastest dial-in. If you have the letter "N" after your dial to indicate you do not want Crosstalk activated in your lane, make sure you see the dash in front of your dial-in on the scoreboards before you stage. If there is no dash in front of your dial-in on the scoreboards, then the clock operator did not see the "N" after your dial or you have it placed elsewhere on your window. In this case, DO NOT STAGE. Simply get the starter's attention and point to the "N" on your window; he will call the tower by radio and have it corrected.

☑ **Compulink AutoStart:** The AutoStart system is used at MDIR in ALL CLASSES AT ALL EVENTS, from Sportsman to Pro. This system starts the tree automatically when the Compulink senses two fully staged vehicles so the starter can concentrate more on the track and conditions of the race. Here's how it works: when the system sees both cars pre-staged and ONE of the cars staged, it starts a timer (actual length of timer is class specific, please inquire with the tower or go to the class rules and information section on the MDIR website for the timer length in your class). If the second car does not enter the staging beams within the timer's parameters, a red light is activated for that car. This red light will NOT be negotiated under any circumstance. Remember, the system needs to see three lights before it starts the timer - two pre-stages and a stage. Don't try to burn down your opponent.

☑ **Compulink StageLok:** The StageLok System is run in every class during every event. The long-standing "shallow-staged" red light problem is a thing of the past with this system. Before this system was designed, cars or bikes that were very lightly staged could easily vibrate or rock out of the staging beam. When that happened, the infrared beam reconnects causing what may "appear" as a false red-light foul. In many cases, the simple vibration would cause the foul for those who shallow staged, even without the rocking of the car or bike when the rpms were raised. In all cases of shallow-staged red-light fouls, it appeared that the car never moved. This is because the infrared staging beam measures 1/100 of an inch. So for those who shallow-staged, it didn't take much for that beam to reconnect for a vehicle that isn't line-locked which rolls backwards, trans-brake slippage or simple unloading of the front tires caused by torque when the motor is "matted" against a trans-brake (generally the #1 cause of shallow-staged red lights).

The StageLok system was designed to prevent these "false" (yet legally binding) red lights fouls. Here's an inside look at how the system actually works. Prior to either car entering the Pre-Stage beam, the starter manually triggers a switch that tells the computer to arm the AutoStart system. The Timing System takes control of the run from that point on, eliminating the possibility of human error. Once both cars have satisfied the "Staged Minimum" time preset (usually .5 seconds, but varies from class to class), the StageLok sequence initiates before the tree is fired allowing the racer

V. DIAL-INS, ELECTRONICS & PROTEST PROCEDURES

☐ **Dial-Ins:** Cars are required to display dial-ins on the right side of the windshield and the right side window. If you do not have windows you may use a tire, scoop or some other part of the car on the right side that is visible from the tower when you are in the waterbox. Please make sure that both your number and your dial-in are clearly displayed. We will make every attempt to clarify what you have written, but please remember that visibility from the tower can be poor at times. Dial-in must be written out to the hundredth of a second (including zeros) before you leave the head of the staging lanes.

- ❖ For Top E.T. only, if you need to change your dial-in after you leave the head of staging, you must do so prior to entering the waterbox and you must notify a track official who will in turn notify your opponent, THIS IS FOR THE TOP CLASS ONLY.
- ❖ Failure to follow these rules is grounds for disqualification. A driver cannot change their dial-in once they or their opponent has entered the waterbox. The only exception to this is after a track clean-up or long delay, the pair in the waterbox may change their dial by first notifying a track official.

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

☐ **Electronics:** Electronics are permitted in Top E.T. cars only (8.49 & quicker 1/8; 12.99 & quicker 1/4). No electronics are permitted in Mod E.T. cars (all run 1/8; 9.00 - 19.99 1/4). "Electronics" include delay boxes, trans brakes, two steps (unless manual transmission), dual line locks, and throttle stops except for fixed mechanical. Air or electric shifters are permitted in Mod ET. Use of throttle controls/stops by Top E.T. cars is prohibited except for a Top E.T. race at a IHRA national sportsman race. If a throttle stop is used at the Top ET race, the dial-in must stay on the 10.90, 9.90 or 8.90 class index.

- ❖ Ignition limiters and/or any ignition controls used to excessively slow the car down are prohibited. In other words, any ignition device that would act like a throttle stop to excessively slow the ET of a vehicle is considered an illegal device. If you are unsure whether or not your set up is legal, please check with a tech official for confirmation.
- ❖ If a driver is caught using electronics (delay boxes, trans brakes, two steps, 4 wheel line locks, etc.) in a class that does not allow them during eliminations, then they will be disqualified immediately without refund. Additionally, if they are a points member, they will lose all points for the season. Even if a driver is caught during time runs then they are subject to disqualification also. Delay boxes must be removed, pill removed from two step and the trans brake button cannot be in the car (or the wires may be disconnected and exposed near button for other drivers to see clearly).
- ❖ **Attention Mod ET Racers:** No Delay boxes can be in the car at all and no 2 steps permitted unless it is a manual transmission car. Air and electric shifters are permitted.
- ❖ **Attention Motorcycle Racers:** Motorcycles will run in Mod ET except for Bikes that leave on a button (i.e. - bikes with 2 steps) will run with Top ET.

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

☐ **Event Director Decisions:** Every effort has been made by MDIR to promote fair and honest racing for all participants with the best timing equipment available in the industry. In the unlikely event of an electronic or equipment malfunction, the Event Director will decide the outcome of the race. The Event Director's decision is final and entry in the competition is acknowledgment that the participant accepts this ruling without recourse.

VI. POINTS PROGRAM

☐ **Points Membership** - Points membership is FREE. Simply purchase a tech card at any points race and you are automatically enrolled into the 1320 Fabrication ET Series Points Program.

☐ **Summit Superseries** - To enter, you must contact IHRA to register. Information on this program can be found at ihra.com.

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

☐ **Tie Breakers** – To eliminate the need for runoffs between racers that are tied in the final points, tie breakers will be used to determine higher position. This system will ensure that all classes have a definitive Top 10 with no ties in points at the end of the year. This tie breaker system will also be used to establish position for all points fund payouts. When tie breakers are used, any drivers tied will be sorted in tie-breaker order, and those drivers will have a "TB" listed after their points.

OFFICIAL TIE BREAKER ORDER		THIS TIE BREAKER SYSTEM WILL ALSO BE USED TO ELIMINATE ANY TIES IN QUALIFYING FOR THE TEAM FINALS
1 st	- Driver with the MOST POINTS RACES WON during the current season	
2 nd	- Driver with the MOST POINTS RACE RUNNER-UPS during the current season	
3 rd	- Driver with the MOST SEMI-FINAL ROUND APPEARANCES in points races during the current season	
4 th	- Driver who PLACED HIGHER POSITION IN REGULAR SEASON POINTS during the previous season	
5 th	- Driver who is LISTED AT THE TOP OF THE TIE (The Compulink system lists drivers based on the order of who earned points first for the season.)	

☐ **Points Awarded** – Points members will receive 20 points once their car is teched in and they have run first round (the purchase of a tech card without the car present to receive the 20 attendance points is prohibited). Thereafter, each round won will grant 10 additional points, and a bonus of 1 point for class win. In a 6-round race, for example, 1st round losers receive 20 points, 2nd round losers 30 points, 3rd round losers 40 points, 4th round losers 50 points, 5th round losers 60 points, runner-up 70 points and winner 81 points. In the event of breakage prior to first round, you can receive a credit (no points will be earned). You may also waive the credit and receive 20 points. If you cannot run and wish to receive the 20 breakage points, you must notify Race Control before the tower closes that night. Re-entry racers will continue to earn points the same as non-re-entry racers.

☐ **Points & Purse Policy for Curfew or Weather Shortened Events** – An event is defined as "COMPLETED" at the conclusion of first round in all classes (not including re-entry). Purses are then divided between all active drivers still in competition. Points will also be awarded in each round for all classes. If the event would happen to be cancelled (due to weather or any other circumstance beyond our control) in the middle of a class, points will then be awarded up until the last fully completed round of competition.

- If an event is shortened, the purse is *not* split and a future run-off is scheduled, points for those rounds will be awarded at the runoff event. No future run-off for points alone will be held.

VII. DIAMOND POINTS

☐ **Diamond Points Program Outline:**

- Program open to all Top ET, Mod ET (includes Motorcycle) and Junior Dragster racers on points races only.
- For a run to be eligible, it must be a bogey or elimination run at a race that earns points toward the 1320 Fabrication ET Series track championships. Any specialty race, such as Wildcard, Non-points earning races, Pit Bike Challenge etc. are not eligible to earn Diamond points. For a bogey run to count (dead-on the dial and/or reaction time), you must be entered into the bogey - which is done in the lanes prior to your run.
- It will be the driver's responsibility to bring his/her time slip to the tower for confirmation of the perfect reaction or dial-in to receive a Diamond Point. This must be done the day of the race before the tower closes - no time slips will be accepted on a later date. There are absolutely no exceptions to this deadline.
- Once a Diamond Point has been confirmed, an asterisk will be placed by the driver's name on the points sheet, so all racers can keep track of everyone's totals.
- The contest will run until a winner has been officially declared, regardless of time.
- A perfect reaction time and dead-on the dial does not have to happen on the same run to earn a Diamond Point. However, if a driver does make a perfect run with both a .000 reaction time and running dead-on the dial to the thousandth, he/she will earn two Diamond Points.
- Rick's Jewelers will also customize the ring with any type of setting, band or additional stones at a discounted price.
- There is only one ring in this program (not a ring for each class). This ring will go to the first driver in any class who earns the six (6) Diamond Points required (the 6 points must be earned in ONE class).
- Should no one collect 6 Diamond Points in a class before the last points race of the season the ring will be awarded to the racer with the most Diamond Points in a class.
- If there is a tie with two or more with the most Diamond Points then the points Tie Breaker system will be used to determine the winner.
- If a driver runs points multiple classes, diamond points cannot be combined.

VIII. WEEKLY & BLOWOUT PURSE & ENTRY FEES

TOP ET 3K	
RUN AT ALL WEEKLY ET EVENTS	
ENTRY: \$85 RE-ENTRY: \$50	
WINNER RECEIVES IRONTREE TROPHY	
WINNER	\$3,000
RUNNER-UP	\$1,000
SEMI	\$400
\$60 PER ROUND STARTING 3RD ROUND LOSER	

MOD ET	JUNIOR DRAGSTER
RUN AT ALL WEEKLY ET EVENTS	RUN AT ALL WEEKLY ET EVENTS
ENTRY: \$50 RE-ENTRY: \$40	ENTRY: \$25 RE-ENTRY: \$15
WINNER RECEIVES IRONTREE TROPHY	WINNER RECEIVES IRONTREE TROPHY
WINNER \$1,500 RUNNER-UP \$500 SEMI \$200	WINNER \$250 RUNNER-UP \$100 SEMI \$50
\$30 PER ROUND STARTING 3RD ROUND LOSER	TROPHIES TO ALL 2ND ROUND WINNERS UPON REQUEST

TOP ET 5K	
RUN AT BLOWOUTS, DOOR WARS & SUPERCHARGERS ET EVENTS	
ENTRY: \$125 RE-ENTRY: \$70	
WINNER RECEIVES IRONTREE TROPHY	
WINNER	\$5,000
RUNNER-UP	\$1,500
SEMI	\$750
7TH RL (IF 9 ROUNDS)	\$500
6TH RL	\$400
5TH RL	\$300
4TH RL	\$200

MOD ET	JUNIOR DRAGSTER
RUN AT BLOWOUTS, DOOR WARS & SUPERCHARGERS ET EVENTS	RUN AT BLOWOUTS, & SUPERCHARGERS ET EVENTS
ENTRY: \$60 RE-ENTRY: \$40	ENTRY: \$40 RE-ENTRY: \$20
WINNER RECEIVES IRONTREE TROPHY	WINNER RECEIVES IRONTREE TROPHY
WINNER \$2,000 RUNNER-UP \$750 SEMI \$200 \$50 PER ROUND STARTING 4TH ROUND LOSER	WINNER \$500 RUNNER-UP \$100 SEMI \$50 QUARTERS \$25 TROPHIES TO ALL 3RD ROUND WINNERS UPON REQUEST

IX. THE 1320 FABRICATION ET SERIES CHAMPIONSHIP POINTS FUND

\$8,700 CHAMPIONSHIP POINTS FUND

■ All 1st Place Finishers in Top, Mod and Junior Dragster also receive a Championship Trophy, Season Car & Driver Entry and TWO FREE RESERVED PIT PARKING SPOTS in the reserved section for the following season.

■ The track championships in each class go to the best man/woman that wins the most rounds during the entire season. This is tracked by the driver with the highest season points total at the end of the 1320 Fabrication ET Series Points Calendar (view/print at www.racemdir.com/et)

	TOP	MOD	J/D *
1st	\$3,000	\$1,500	\$500
2nd	\$1,000	\$500	\$200
3rd	\$500	\$300	\$100
4th	\$400	\$200	\$50
5th	\$300	\$100	\$50
	TOTAL PAYOUT	TOTAL PAYOUT	TOTAL PAYOUT
	\$5,200	\$2,600	\$900

* All Junior Dragster payouts are in cash

X. IMPORTANT DATES

IHRA SUMMIT TEAM FINALS, SUMMIT SUPERSERIES, 1320 FABRICATION ET SERIES

☐ **Qualifying for the Team Finals** – The final race day for qualifying for the IHRA Summit Team Finals will be on Sunday, Aug. 22, 2021. The Team Finals will be held at Maryland International Raceway on Sept. 23rd – 26th, 2021. There will be 2 teams, an "A" team, and a "B" team. Team "A" will consist of the first 17 points leaders in Top ET, the first 13 points leaders in Mod ET and the first 10 points leaders in Junior Dragster. Team "B" will consist of the next 17 racers in Top ET, the next 13 racers in Mod ET, and the next 10 racers in Junior Dragster. Motorcycles that qualify in Mod ET or Top ET will run at the Team Finals in their respective classes.

☐ **Final 1320 Fabrication ET Series Points Race** – The final 1320 Fabrication ET Series points race for 2021 will be on Sunday, Oct. 31, 2021. If there is a tie, the regular tie breaker system will be used to determine the winner.

☐ **Qualifying For Summit Superseries-** The final race for qualifying for the Summit Superseries for 2021 will be on Sunday, Sept. 12, 2021. The top points earners in Top, Mod and J/D that signed up for the SSS will earn a spot at the IHRA Summit World Finals in Memphis TN on Oct 15-17, 2021. If there is a tie, the regular tie breaker system will be used to determine the winner.

XI. AND THE LAST AND MOST IMPORTANT RULE AT MDIR...

HAVE FUN. THAT'S WHAT IT'S ALL ABOUT.

FULL JR DRAGSTER PROGRAM RULES ON NEXT PAGE

XI. JUNIOR DRAGSTER PROGRAM

2021

HUBBLE MOTORSPORTS JUNIOR DRAGSTER PROGRAM

part of the 1320 Fabrication ET Series



Hubble Motorsports
Junior Dragster Racing Engines
Mechanicsville, MD
(301) 742-2489
hubblemotorsports@yahoo.com

Weekly Entry Fee \$25.00

The Hubble Motorsports Junior Dragster Points Program will start at the end of March (go to RaceMDIR.com/et for the full season points schedule). MDIR's Junior Dragster track champion will receive \$500, a championship trophy, reserved pit parking space the following season and a season car & driver pass.

Juniors compete on a .500 full tree 1/8 mile all run bracket format. The winner each day receives a championship trophy, a high-res winner's circle photo that can be downloaded that same night at RaceMDIR.com and \$250 ; the runner-up receives \$100 ; and the semi-finalist(s) receives \$50 . The top 10 points earners will qualify to run at the Summit Team Finals.

Attention J/D racers and parents - To assist in keeping costs down by saving time and prevent entry fees from going up, all Juniors must start their burnouts when the pair on the starting line has all 4 stage lights on. If the pair at the line has left and you have not already started your burnout you are holding up the race and costing time/dollars. This also means that parents and/or crew need to stand to the side and not behind the car when their car is staging. Many times, the cars in the water box are ready to start their burnouts but the parents/crew are standing in the way. Please make every effort to comply with this rule as those who blatantly disregard after being warned are subject to loss of a time run, point deductions or DQ from the event depending on severity of infractions. This is not to say that when someone is having an actual mechanical problem and is trying their best that they would be warned. But, this will be up to the Race Director and the decision is final. Also, only one pushback is permitted after the burnout.

SAFETY REQUIREMENTS: Refer to the IHRA rulebook for the full list of Junior Dragster safety rules and requirements.

TOW VEHICLES: J/D must be towed or pushed to the staging lanes. Under no circumstances may a junior dragster be driven anywhere on the track property other than the track itself. J/D if towed must be towed by a golf cart, three or four-wheeler or other pit bike by a licensed driver. Under no circumstances can J/D be towed by a street driven vehicle.

JUNIOR DRAGSTER PAIRINGS: Once you have selected a lane to run in and have come to a complete stop in that lane, you cannot switch lanes or move in front of or behind a racer for any reason. A bye run will be pulled every round even if there is an even number of cars, this is to prevent cat and mouse games in the lanes. Once the bye run is pulled cars will be paired side by side. If we run out of cars in one lane, then they will be run front to back with the front car having lane choice. This pairing procedure will be used all the way to the final. You are considered a pair once your front tires enter or pass the pedestrian crosswalk in the staging lanes. Inability to run once paired constitutes a broke bye. As you pull around to the starting pad make sure that you remain paired. It is impossible for the tower to determine who is paired until you enter the water. In the event that when you reach the waterbox and you are no longer paired correctly, do not start your burnout. Get the attention of the waterbox personnel and explain the situation. No re-runs for wrong pairings, even if both drivers agree.

AUTOSTART: Junior Dragster will be on the Compulink AutoStart System, with no pullbacks permitted. If a driver accidentally deep stages, they must stay and race. If a driver total over stages and does not stay in the stage beam long enough to activate AutoStart (AutoStart settings are posted under class rules and info on RaceMDIR.com), the starter and starter only will pull back the car once to restage. An over stage on the second try will result in a red light start. If you wish to DEEP stage, mark DEEP on both sides of the car large and clear for the starter to see. Also, while Deep staging is permitted it is not guaranteed. If you are going to go deep try to get staged first. Once a Junior Dragster has pre-staged, crew members can not touch the car - Disqualification may occur.

7-9 YEAR OLDS: 7-9-year olds will be allowed to line up at the front of the lanes for first and second round pairings. This does not mean that you will be guaranteed to be paired against another 7-9 year old. Once pairings start, any late 7-9 year old that comes to the lanes must pull into the back of the line. Any Juniors age 7-9 that attempt to dial an 11.89 or quicker will be disqualified and will receive no points for the day.

The 7-9 year old that goes farthest in eliminations will receive a trophy and a winner's circle photo. If all remaining 7-9 year olds go out in the same round, the trophy and photo will go to the 7-9 driver with the best reaction time.

CONTINUED ON NEXT PAGE

RESTRICTIONS: Ages 7-9 are restricted to 11.90 seconds or slower E.T. Ages 10 and up, 8.90 E.T. limit. However, 12 and up (with a Master's License) can run up to a 7.90 E.T. (see IHRA rule book). Consult the tower for additional info or License Forms.

The Junior Dragster program is designed to allow youth, as young as 7 years of age and up to 17, the opportunity to race against their peers in near replicas of the models that the Pros drive. Juniors may compete through the calendar year of their 18th birthday. (Jan 1 to Dec 31)

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IHRA Junior Dragsters are restricted to competition in half-scale cars over a distance of 1/8 mile. The competition structure is designed to be conducted on an ET dial-your-own format, or a preset index on a heads-up breakout basis. Functional tail light mandatory on all entries. A photocopy of every competitor's birth certificate must accompany all new license applications. Competitors must make 6 passes to obtain or upgrade IHRA license. (2 launches, 2 half track and 2 full passes within ET range for respective license).

It is the responsibility of the team/parent to not dial-in or run under the ET breaks for the age groups listed above at all IHRA sanctioned events. This includes ET and special events, Team finals and Jr team finals events. If the competitor does this a second time they will be disqualified. The lowest dial in for the respective age groups is the class index or 7.90 for master, 8.90 for advanced and 11.90 for beginner.

Deep staging not permitted in any index class at any IHRA event.

Courtesy Staging is recommended but not enforced.

BEGINNER: Age 7 to 9 only; ET restricted to 11.90 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 11.70. If the competitor does this a second time at the same event, they will be disqualified from the event. Any competitor running quicker than 11.50 at any time will be disqualified for the remainder of the event.

ADVANCED: Age 10 to 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 from the event. Any competitor running quicker than 8.50 any time will be disqualified for the remainder of the event.

MASTER: Age 12 to 17; must meet all requirements for Advanced, PLUS: 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; Rack & pinion steering, and steel brake lines are mandatory. ET 7.90 or slower; One warning will be issued if a competitor runs an elapsed time of 7.70 or quicker or 85 mph or faster. If a competitor does this a second time at the same event they will be disqualified from the event. If a competitor runs 7.50 or quicker they will be disqualified for the remainder of the event and their license will be suspended for 6 months from the date of the infraction.

ELITE: Age 16 to 17; must meet all requirements for Master, PLUS: The ELITE license will be exclusive to drivers ages 16-17 with elapsed time restrictions between 7.50 and 7.90 seconds and speeds up to 90 mph. ELITE license holders that dial between 7.50 and 7.89 must have vehicles meeting all the requirements for Master's level licensing in addition to the following safety measure:

- The chassis must be constructed of chromoly tubing and incorporate helmet bars with SFI 45.1 or 45.2 padding on the roll cage.
- All competitors must utilize an SFI 38.1 head and neck restraint system
- All ELITE license holders dialing quicker than 7.90 must have a rear wing.
- A driver MUST HAVE a valid state driver's license in addition to making the required passes prior to being issued an ELITE license.

An official with the IHRA or an IHRA member-track will issue the ELITE license after three approved runs between 7.50 and 7.89 seconds. One warning will be issued if a competitor runs an elapsed time of 7.40 seconds or quicker or 90 mph or faster. If a competitor does this a second time at the same event, they will be disqualified from the event.

If a competitor runs 7.30 or quicker or 95 mph or faster, they will be disqualified for the remainder of the event and their license will be suspended for six months from the date of the infraction.

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