

Race Procedures and Information Western Colorado Dragway

2019 GENERAL RULE STATEMENT

This a family friendly environment! Profane and offensive language on shirts and the like will not be worn at our events in consideration of families and others that attend our races. Vehicles that are improperly prepared may be rejected by a Tech Official. Any rider/driver, crew member or person in association with a rider/driver or crew member who is considered to be under the influence of any drug, alcohol or any judgement impairing substance will be expelled from the race and escorted off the premises together with the entire crew and vehicle associated with the offender. Upon entering an event, racers agree to abide by the aforesaid rules and that all interpretation of the rules, questions and protest are left up to the final discretion of management and may be changed if the situation warrants action. ***The use of PROFANE or OFFENSIVE LANGUAGE is grounds for immediate disqualification, suspension of the racing/crew privileges and your right to attend events at Western Colorado Dragway.*** In any event the Management has the final word. We recommend you purchase a current year NHRA Rule Book.

HAVE FUN, BE SAFETY CONSCIOUS, PRACTICE GOOD SPORTSMANSHIP AND ENJOY YOUR DAY OR EVENING OF DRAG RACING!

PETS (dogs, etc.) ... need to be on leashes at all times, No dogs permitted in the staging lanes (beyond pit control) at any time. Be respectful to our facility, please **clean up** after your dog. Bring your pet at your own risk.

ENTRY GATES: Upon entry driver and crew will pay the gate fee, then proceed to pit area.

DRIVERS...All driver, must wear a helmet, long pants, shirt with sleeves (not tank tops) and close toe shoes (no flip flops or sandals.) Only one driver is permitted to race a particular vehicle in eliminations (sharing a vehicle during competition rounds is not permitted). VALID state or government-issued driver's license beyond a learner's-paper permit level is mandatory for all vehicles (except junior racers who will need to have an NHRA license). A NHRA License Membership is required for drivers of vehicles running quicker than 9.99 seconds.

PIT AREA...Our pit areas along the staging lanes are Reserved (racers have rented them for the season). However, if there are any known openings you will be informed at the gate. Other wise there is plenty of well groom pit spaces available with plenty of room for pitting your rig. All pit vehicles and race vehicle must fit in your designated pit area, if any vehicle you have for your crew and such does not fit within the boundaries of the pit area it must be parked in the parking lot. On a separate note, the speed limit in the pit area is 5 MPH and no burnouts are allowed on any access/egress road, return road or staging lanes. Violators endangering others with reckless and inconsiderate driving habits (whether it be in/on a race vehicle or a pit vehicle) will be expelled from the race facility with the entire crew and race vehicle.

REGISTRATION.... The driver and crew go to the Registration (located in the concessions building) and Register your vehicle, pay your race fees, sign release to get your tech card and restricted area wristband. If you are crew you need to sign release to get a restricted area wristband.

TECH INSPECTION...Before racing, please take your vehicle to the Tech inspection area. First, make sure your tech card is FILLED OUT on the front and backside. An inspector will check your entry and put a number on your vehicle (if you don't already have one or there is a conflict). For additional chalk to apply your number or dial-in, you may purchase a bottle at the Western Colorado Concessions. All vehicle entries are required to be inspected by a Tech Official before making your first run down the strip.

STAGING LANES/RUN SESSIONS...Once you've passed the safety inspection, time trial runs will begin in sessions. Wait until you hear an announcement for open time runs or class called before entering the staging lanes, at which time you'll be notified to make runs. Staging lane speed limit is less than 5 MPH. When you get near the front of staging please be ready, with seat belts and helmets fastened, and windows rolled-up.

BURNOUT BOX...Under the direction of an official, begin your burnout in the water after you are signaled to burn out. For cars running street tires, it is strongly recommended that you do not use the water box, since it not only tracks water up into the traction area, but causes water drops to fall from the grooves in your tires, causing tire spin. Note: burnouts across the starting line are only permitted for dragster, roadsters and altered. For all other vehicles a burn out past the start line and a backup is automatic disqualification.

THE RACE ITSELF...Leave just before the green light on the Christmas tree. If it's a good run, always clear the racing surface before stopping by braking to the top-end turnout, which will be on your left. If you're in the left lane (closest to the return road), you have the right of way to enter the return road first—should you and your opponent reach the end of the track at a similar time. If you have problems pull off the track surface onto the shoulder and stop. If you "red light" accidentally roll through the beams or the Autostart counter engages the tree sequence (if you were unable to final stage in the designated amount of time, which is an automatic red light/loss during eliminations), DO NOT travel slowly down the track and take your frustrations out on the next competitors waiting to race.

FINISH LINE...After you have passed the finish stripe (painted line), LEAVE YOUR VEHICLE IN GEAR and use your brake to slowdown, turning left at the end of raceway onto the return road. Remember, do not turnaround and drive back up the track. Use the return road to make your way back to the pit area. Do not unbuckle seat belt(s) or remove safety gear until you make turn onto the return road.

END OF THE TRACK.... If you experience stopping difficulties, the sand at the end of the track is for run-off purposes should you need it. Please don't attempt to turn at high speed. Drag cars are built to go straight, not turn corners fast. Return road speed is not to exceed **20 MPH**.

E.T. BOOTH...By stopping for your ET slip, you will get a look at your run. It tells you your reaction time, miles per hour, with readouts for both you and your opposition, including the winner in eliminations, as well as the true margin of victory (printed as MOV). Please note: when pulling away from the ET booth, please do not read your ET slips when driving to your pit spot. You can do this when you return to your parking area. Let's Be Extra Careful and Safe in the pit area following your run(s)!

BROADCASTING...Track Radio at WESTERN COLORADO DRAGWAY...Tune into all the reports and announcements from the Western Colorado tower at 87.9 FM on your radio dial. This is a great way to listen in to everything that's happening, should you not be close to a track speaker.

BRACKET RACING BASICS...A Bracket Race is a contest between two cars, usually starting at different times, down the quarter (or eighth) mile. The race between two cars begins in front of the “Christmas tree” at the starting line (identified by a yellow stripe at the start). You’ll cover a measured distance of either a 1/8th or 1/4-mile. Following your run, you’ll receive an ET slip, which gives you a read-out of reaction time (RT), elapsed time (ET) and speed (MPH).

The best way to get your feet wet is make practice runs, often referred to as time trials or qualifying. We also encourage you to ask track officials or fellow racers questions or get pointers and watch how the more experienced racers do things.

When you come up for your first run, you’ll want to carefully pull up to the staging area before the Christmas tree. There is a pre-stage and stage light at the top of the tree. As you pull forward, you’ll see the top bulb on the tree light up (your wheel breaks the 1st infrared beam on the line), then you’ll roll a little further and the 2nd bulb on the tree lights up. You’ll then wait for the tree sequence to begin counting down (amber, amber, amber—green). Tip: Try and hit the gas as the last of the three amber lights flashes on. This should improve your reaction time.

Following your practice runs, you will need to make a determination (studying your ET slips) of what you think your car will run. The number you select is called a dial-in. You and your opponent in eliminations will each have a specific dial-in on your window. When you pull around to race in eliminations, the timing computer automatically calculates the difference between your dial-in and that of your opponent. This is how we arrive at the handicapped start. The slower car leaves first. The faster car plays catch-up. To win, you want to run as close to your dial-in as possible without going faster than the number (dial-in) you’ve selected. If you do go too fast, this is called a “break-out” and the computer timing system computes this as a loss. Now, if both cars run quicker than their dial-in, the car running closest to their dial (smallest difference) will be awarded the win.

Another important variable in bracket racing is your reaction time (RT). On your ET slip you will see the letters RT. Your RT is calculated by how quickly you react to the Christmas tree. We operate a .000 full countdown tree. If you leave too quickly (-.001 or worse), the red light will appear, which is a loss during eliminations. An RT of .000 or higher will cause a green light start. The key to improving your RT is practice, practice, practice...

OIL RETENTION DEVICES... (diapers / pans) are required for EVERY non -street legal vehicle (excluding motorcycles and snowmobiles). Each race car will be given a “bye”. You can run one weekend at the track without a device, but it will be noted that you have been warned to get an oil retention device before you can race again. Western Colorado Tech inspectors will determine whether or not a vehicle is truly a “street” car or a “race” car.

WARMING UP YOUR RACE ENTRY...The practice of converter stalls, transbrake testing, line-lock testing and/or transmission warming is not permitted anywhere (pit area, staging lanes, return road, etc.) except on the starting line itself. Should you choose to warm-up your vehicle on jack stands (for safety reasons), it is mandatory to have a properly licensed driver of age (16 or older) in the seat of the vehicle (unless coupler or driveline is removed from the vehicle). First time offenders who break this safety rule will be warned. Subsequent observations will result in loss of time runs and/or racing privileges. This policy applies to Junior Dragster teams, too, as noted in the 2019 Junior Rule Book. This is policy at all NHRA Member Tracks.

ANTIFREEZE...The use of anti-freeze in race cars (14.99-quicker) is strictly prohibited. Exemption for street legal cars. Do not dump anti-freeze anywhere on Western Colorado's property.

DRAINED OIL... We do not allow dumping of oil at our facility. This is not permitted under penalty of the law. If you do not follow the law – fines will be assessed.

FLUID LEAKAGE/TRACK CLEANUP POLICY...In an effort to eliminate downtime associated due to the cleanup of automotive fluids, Western Colorado has put in place a policy for racers who deposit fluids on the racing surface. Fluids included in this policy include, but are not limited to: oil, transmission fluid, antifreeze and rear-end lubricants.

A violation is defined as any incident requiring the use of mechanical equipment (i.e. tractor, trucks, scrubber and/or sweeper) to clean-up fluids. Spills or drops of fluid cleaned up by hand/mop are not considered violations and penalties will not apply. On occasion, equipment will be used to "touch-up" the racing surface – such maintenance is not considered a violation. Depositing fuel or fire extinguisher liquid on the track surface is not classified as a violation and will not be penalized under this policy. This policy encompasses the entire length of the track surface. Track surface includes the area where the vehicles are started, the burn-out box, the starting line, the 1/4 mile, and the shutdown area to the point the vehicle exits. If a driver takes immediate action to terminate his run, pulls out of the racing groove and immediately attempts to stop the leak, his violation may be waived at the sole discretion of the event director. The Management and the Safety Team at Western Colorado will maintain consistency in the uniform enforcement of this policy. Additionally, the Tech team will thoroughly inspect vehicles following a violation to determine the source of a fluid leak and advise the competitors on correcting the problem. In addition, the Tech team will inspect the competing vehicle prior to its next run.

Penalties

One-Day Event: (2 violations maximum) Driver will receive one warning to correct the problem to their car. A second violation will result in immediate disqualification from the event. Policy will be enforced during all time trials, qualifying runs and eliminations. Multi-Day Event: (3 violations maximum) For all multi-day events, the driver will be disqualified once they have committed three violations of the policy provided no more than two of the violations have occurred on the same day. Example: A driver receives two violations on the first day of event qualifying. He will be permitted to return on the second day but will receive an immediate disqualification on his next infraction.

-or-

A driver completes the first day of the event with no violations. On the second day of the event he/she violates the policy on each of his/her first two runs. Driver will receive an immediate disqualification from the event following the second violation of the day. Any participant demonstrating a flagrant disregard or continual violation of the policy will be subject to additional punitive action as deemed appropriate by the Event Track Manager at his sole and absolute discretion. Such action may involve monetary fines, points deducted, denial to participate in future events, and/or suspension of competition privileges. The Track Managers decision is final in determining fluid leakage violations. There is no provision for review of the Track Manager, his designee or other event officials at racing events. The reason for this is to ensure that there can be finality with regard to the events that are run.

To provide for an appeal of all actions or inactions of the Track Manager would result in a delay in the determination of literally every event. Such interminable delays would not be acceptable to the sport, the participants, and the spectators. While the decision of the Track Manager is not subject to appeal, Western Colorado reserves the right to reverse decisions or review actions or inactions at various events on its own initiative as it determines, in its sole and absolute judgment, are warranted.

BUY BACKS... Racers competing in Super Pro, Pro ET, & Sportmans classes can buy back into second round if they lost first round. Racers who are registered and teched by first round – but miss running first round – can buy back into second round in the classes that allow buy backs – but driver will not get first round points.

NO REFUNDS... It is the racer's responsibility to be race ready. NO REFUNDS OR TRANSFERS will be made during an event. Once you have purchased your tech card with the intent of racing for your first run of the day, your race entry is committed to the event (no refunds will be made). Should you have tech or related questions, contact the Western Colorado management or an NHRA Tech Advisor.

SECURING OF THE TRACK... The track must be vacated with an hour after the end of the event. Overnight camping will be allowed on Friday night if there is a scheduled Friday night event. Overnight camping is allowed on Saturdays when there has been an event that evening. All vehicles must vacate the premises by 10am Sunday morning.

ADDITIONAL DRIVERS... Should a crew person or individual wish to race or test your vehicle, a separate tech card can be purchased by this driver. The new driver must also sign the Waiver and Release and be safety-inspected with the entry before running it down the track. If you are a driver who already purchased a tech card for your vehicle and need to make one pass in another driver's vehicle please speak with management.

RESTRICTED AREA... Drivers and/or crewmembers that will be entering the burnout area or the track surface must be 18yrs old or older, sign the waiver, and have the correct wrist band.

AUXILIARY PIT VEHICLE RULES... The following rules concerning the operation of auxiliary pit vehicles at Western Colorado events are effective immediately.

Western Colorado reserves the right to reject any motorized pit vehicle depending upon its design, condition, appearance or construction.

Vehicles such as tricycles, non-motorized skateboards, in-line skates, Razor scooters, or roller blades are not permitted at any time.

Auxiliary pit vehicles may be used for necessary transportation only. Joyriding, cruising, recreational or "fun" riding is prohibited. Vehicles are only allowed on Western Colorado's premises when the owner is actually competing in an event. Spectator/guests/non-participants are not allowed to bring auxiliary pit vehicles onto Western Colorado premises.

Posted speed limits must be observed. The pit area is 5 MPH and the return road is not to exceed 20 MPH.

All operators must be at least 16 years of age, have a valid state driver's license to operate a pit vehicle. All operators shall provide proof of a driver's license, and any other applicable credentials upon the request of a Western Colorado Official.

All pit vehicles must be operated in compliance with the vehicle manufacturer's operating instructions and/or industry standards, including those regarding riding/driving position and number of passengers. All mini-vehicles are required to have competition numbers on them.

Unsafe or improper operation of any vehicle and/or any violation of regulations and instructions may, at the sole discretion of Western Colorado, result in penalties against the owner and/or operators, including, but not limited to, immediate impoundment of the vehicle, loss of racing privileges, and/or expulsion from Western Colorado Dragway.

Pit vehicles operated after dusk/sunset must have an adequate headlight. Taillights may also be required on an individual basis depending upon vehicle design.

Western Colorado reserves the right to amend, modify, or add to these rules at any time in its sole discretion.

COMPETITION NUMBER...Per the NHRA Rule Book—numbers should be 6" high, 1 1/2" wide (white recommended). Numbers need to be on the driver and passenger side windows, plus the front windshield. All Motorcycles and Sleds are required to attach a number and dial-in plate. Please make them large enough to read from tower (left side of bike or sled).

BYE RUN...First round bye run is chosen on the outcome of the run for the money. Additional rounds until laddered, bye runs are determined by card draw, by pulling one driver from class and setting the selected car or bike to one side. The driver selected for the bye will be awarded lane choice, if the class is an even field. If the class ends up an odd field, then the pre-selected driver is awarded a bye-run at the end of the eliminator session. Should the field end up even, then this driver has lane choice and races the final competitor in line. Tip: If you want a specific lane during time trials or first round of eliminations—don't wait to be last in line.

STAGING LANES... Once entering the staging lanes, a driver may not pull out of the lanes and reenter, hesitate at the back of the lanes, or in any other way alter or appear to alter the lineup for his class. This rule includes drivers with car problems. The car problem must be worked on within his lane as the line advances. Other drivers will not be pulled around him.

During eliminations lane choice is whatever lane you pull up in. The only time a driver can alter his place in the lanes would be to voluntarily change lanes when too many cars are in one lane and not enough in the other. The other exception would be if a coin toss for lane choice has been lost.

The staging lanes crew may direct cars to change lanes in order to even out the pairings. A driver who refuses to change lanes (and has not previously arranged for a coin toss) will be eliminated from the lanes.

You are officially considered paired as you pass a designated "committed pair" line near the start of the staging lanes during a "random round" of eliminations. If your opponent breaks after passing the

“committed” line, a single will be awarded. Exception to this rule: weather or other variables outside our control that forces us to send cars back to the pit area.

DIAL-INS...We strongly encourage dial-ins to be on both the driver and passenger side of a vehicle during eliminations (and front window, too) for ease and readability from the control tower. Racers may change dial-in's between rounds to the hundredth of a second. All dial-in's will be posted on the scoreboards. Make certain your dial-in and that of your opponent are correct on the scoreboards before final staging your vehicle; otherwise, you have committed to the race. There are absolutely no reruns for wrong dial-ins, even if your opponent agrees.

TAIL LIGHTS...One functioning taillight is the minimum required for night-time competition. Taillight(s) should be large enough to be seen from the starting line or Tower to the end of the shutdown area (and runoff at end of track) at night. The starter will determine when taillights become mandatory. The starter will request that the tower make the announcement. The announcement will be made immediately and then again after 5 minutes so that drivers have two chances to hear the directive. After the second announcement is made the taillight rule will be enforced. Drivers are responsible for turning on their taillights when the announcement is made. Track staff will make an effort to remind drivers before a pass is made, however, they are not ultimately responsible. A run made without a taillight will result in a disqualification. The lack of a taillight must be witnessed by a track staff member. No one will be disqualified based solely on non-staff witnesses.

WINDOWS...Glass, Lexan, or Plexiglas is required for all window openings. Factory or acceptable aftermarket zip-in type windows are permitted. All four-wheeled vehicles that do not come stock with windows and/or roof require a full roll cage built to NHRA specifications. Tinted windows, if deemed too dark for night racing, the tint material must be removed from both front side windows and rear glass, or replaced with acceptable shade of tint. For vehicles that run 11.49 or quicker, dark window tinting is discouraged (under the approval of a Tech Official, a very light shade may be approved).

RACER QUESTIONS/INQUIRIES...Any questions, inquiries or concerns should be directed to Track Manager. If a dispute arises, discussion will be between racer(s) and Track Manager, not the crew and/or family. Abuse of this rule is grounds for disqualification. Furthermore, every effort has been made by Western Colorado 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 Track Manager may decide the outcome of the race. The Track Managers decision is final. Your entry in competition is acknowledgment that the participant accepts this ruling without recourse.

CO-PASSENGERS...Vehicles running 14.00 and slower are permitted one passenger during time trials only, with similar safety equipment to the driver-No exceptions to this rule. The minimum age to ride along as a passenger is 18 years of age and older. Passenger must sign release and get a restricted area wrist band.

WINNERS / PAYOUT...Should you be fortunate enough to win or finish in the money of a category (or trophy), please go to the winner's circle to collect your winnings. All winners will be required to fill out a W-9 form.

AUTOSTART / TRUESTART... Western Colorado Dragway utilizes Portatree Autostart & Real Red System. Please familiarize yourself with the following procedures, which have been refined and perfected at a multitude of top-rated facilities. Here's how it works:

Courtesy Staging – during time trials and racing, both drivers courtesy stage (both racers pre-stage first, prior to lighting the second bulb/main staging light), When the first driver has fully staged (second light on) and the second driver is pre-staged, the second driver has 10 seconds to fully stage. If you wait greater than 10 seconds to final stage, the Christmas tree will automatically turn the redlight on. In another situation, if a driver is ready to stage or has already pre-staged and the second driver is having problems (i.e. no reverse, car shutting off, or carburetor fire, etc.), the second driver has 20 seconds to stage. Pushbacks and assistance from crew are permitted if done in 20 seconds, or the first driver will be motioned to final-stage and receive a solo run.

If you choose to deep stage you do so at your own risk. Be aware that the Autostart system automatically fires the Christmas Tree once both vehicles have made the move to final stage (turn the second stage light on). Deep staging is not guaranteed, so plan your staging procedure accordingly. **NO RERUNS IF YOU ARE NOT READY WHEN THE CHRISTMAS TREE COUNTS DOWN** – even if both drivers agree.

Once both cars are staged (and the starter has pre-activated the switch), the computer automatically activates the tree within a prescribed time frame each and every time a pair of vehicles anticipate the start of the tree sequence. The benefit is that the sequence of the tree is controlled by the computer, creating a specific time-frame each and every time you prepare for the Christmas Tree to start its count down after staging.

A REMINDER TO ALL RACERS! Once you have staged your car or motorcycle that is your signal to Track Officials that you find all conditions acceptable and you are ready to race. If there is a problem, **DO NOT STAGE** and explain your problem to a starting line Official. If you stage, you have agreed to the race and there will be no rerun – even if both drivers agree. As a further reminder, remember that staging must be done in a forward motion only. It's your responsibility as a racer to stage in a timely manner. No delaying or trying to confuse your opponent is permitted. If you roll through the beams in eliminations and turn both lights out, you lose, so be careful with your staging process.

Real Red is a patented timing configuration, which we will utilize at all bracket events this season. It was designed for when two racers leave early, redlighting in eliminations. Instead of the first racer automatically losing because he or she redlighted first, this new upgrade essentially decides who has the worst redlight reaction time and awards the win to the racer who is the least red. By example, the first car leaves and goes -.008 (red), then the second racer leaves the line and gets a -.016 (red). In this scenario, the second/quicker racer is the loser.

One thing that you will now notice is that the slower racer will always see the green on the tree go dark until the second racer breaks the starting line beams. The computer then instantly decides whether one or both racers have redlit and who is deemed the winner with the Real Red tree configuration. It's different than how the tree has signaled each pair in the past (prior to Real Red), but creates a level playing field for everyone in eliminations.

JUNIOR DRAGSTER...Western Colorado offers a class for Junior racers. The class will be known as Junior Dragster. Awards will be awarded for first and second in class at Junior events. Note: All drivers must be licensed with the NHRA. Courtesy staging recommended, not required.

Trainee (age 5); Youth (age 6-7) outlined in the NHRA Junior Dragster Rule Book.

Ages 8 and 9 (Minor 12.90-Up); dial-in restricted to 12.90 or slower at any event. Any racer running quicker than a 12.80 ET at any time during an event will receive one warning. If the same racer runs quicker than a 12.80 ET again at the same event, car and driver will be disqualified for the remainder of the event. The above penalties will be imposed regardless of whether the infraction(s) occur during time trials or eliminations.

Ages 10 to 12 (Major 8.90-Up); dial-in restricted to 8.90 or slower at any event. Any 10- to 12-year old racer running quicker than an 8.80 ET at any time during an event will receive one warning. If the same racer runs quicker than an 8.80 ET again at the same event, car and driver will be disqualified for the remainder of the event. The above penalties will be imposed regardless of whether the infraction(s) occur during time trials or eliminations.

Age 13 to 17 (Advanced 7.90-Up); dial-in restricted to 7.90 or slower at any event. Breakout rules apply. During time trials/qualifying, any run between 85.00 and 89.99 will not be disqualified. However, any run over 85.00 mph in eliminations is immediate DQ. Any run over 89.99 at any time is a DQ. A run between 7.50 and 7.799 gets one warning. Another run under 7.80 is a DQ. Any run under 7.50 is an automatic DQ.

Flags are mandatory on all Junior Dragsters whenever they are being towed or moved. Flags may be removed in your pit area and at the head of the staging lanes near the starting line. They must be replaced in the recovery area as you arrive to retrieve your Junior entry.

JUNIOR DRAGSTER "CODE OF CONDUCT...In an effort to maintain our Racer's Code of Conduct and provide equality and consistency amongst all Jr. Dragster participants and teams, the following staging policy will be in effect at Western Colorado.

A Parent or crewmember may assist with the staging process until the car is ready to pre-stage, at which time the parent or crewmember must re position themselves off the pads and behind an imaginary line across the track directly behind the rear wheels of the Jr. Dragster.

Following a run, Jr. drivers may advance their vehicles to the dedicated stopping area on the return road, to await their tow vehicle. This will provide more area to further help parents/crewmembers retrieve vehicles in quicker and faster manner.

During time trials/qualifying, if a racer accidentally deep stages a parent/crewperson (with approval from the starter) may pull the car back into the stage beam one time. The parent/crewperson must perform this action in a quick manner so as not to delay the staging process nor cause confusion to their opponent.

During eliminations, if an accidental deep stage occurs the parent/crewperson is not allowed to approach nor reposition the vehicle. The vehicle must accept their current position on the launch pads and the driver keep focused on the tree and be prepared to race. Always remember Western Colorado's "Code of Conduct", which emphasizes several positive points to keep in mind when participating at our

events. Our “top ten” items include: 1. Encouraging all youth to participate in sports, but avoid putting pressure on them. 2. Keep winning in perspective, but also help others do the same. 3. Make only positive, encouraging comments to all participants and Officials. 4. Applaud good races and good effort by your own team as well as those of your peers and opponents. 5. Control your emotions. 6. Remember, making mistakes are part of the learning process. Criticism may be counterproductive. 7. Focus on the fun and participation versus just winning and losing. 8. Encourage all participants to play by the rules. 9. Develop good sportsmanship and a desire to strive for success (i.e.-improving skills, reaching new heights, etc.). 10. Thank participants, Officials, family members, sponsors, and others who help with the events.

“Parental Unsportsmanlike Conduct” – Any parent or crewmember who behaves in an unsportsmanlike manner, including aggressive or abrasive debating, excessive arguing, speeding through the staging lanes or pit area, etc., will receive an unsportsmanlike conduct penalty. This may result in the loss of a time run or further action if deemed necessary, whether it occurs during qualifying or eliminations. Repeat offenders risk suspension, loss of points, racing privileges, and may include other penalties imposed by the NHRA Jr. Drag Racing League. Additionally, remember that this is a learning experience, filled with a number of different elements ranging from mathematics to science, so learn to apply those educational topics into your Junior racing program each season. The bottom-line is: let’s have fun in our Junior Drag Racing League at Western Colorado.

Parents – After your Junior racer has completed running and you are leaving the starting line to head to the Junior recovery area, please DO NOT RUSH! The speed limit in the pit area is 5 MPH & the return road is not to exceed 20 MPH. Thank you.

PARTICIPANT “RAINOUT” POLICY...NO REFUNDS – All vehicles are assumed to be race-ready upon purchasing a racer entry. We will not make refunds due to a weather-related event delays or cancellations due to another occurrence outside our control that halts or suspends racing. Every attempt will be made to makeup canceled events.

COVENANT NOT TO SUE... While the NHRA and Western Colorado Drag Racing Association welcome the participation of everyone, participation requires a promise and agreement by all participants to abide by all NHRA and Western Colorado rules, regulations and agreements, including, but not limited to, those in the NHRA Rulebook and Western Colorado Handbook. Without this promise and agreement, NHRA and our member track would not be able to function as a sport, and our continuing viability would be at risk. Participation in any and every aspect of NHRA and Western Colorado drag racing is a privilege, not a right.

PARTICIPANT CONDUCT... Participants are expected to conduct themselves in a professional and non-disruptive manner consistent with good sportsmanship. The NHRA and Western Colorado take great pride in offering family-orientated sporting events, suitable for everyone to attend and enjoy. Any participant who, in the sole and absolute judgment of NHRA and Western Colorado (1) verbally or physically threatens another person; (2) uses vulgar or derogatory language; (3) engages in unsportsmanlike conduct; (4) engages in conduct detrimental to the sport of racing; (5) otherwise creates a condition or circumstance that is unsafe, unfair, or out of order; or (6) otherwise violates any

NHRA and Western Colorado Dragway rule, regulation or agreement, shall have violated this rule regarding participant conduct.

PARTICIPANT COVENANT AND COVENANT NOT TO SUE... Each participant expressly agrees to abide by all the NHRA and Western Colorado Dragway rules, regulations and agreements, including but not limited to those contained in the NHRA Rulebook and Western Colorado Handbook, and by NHRA and Western Colorado Dragway decisions, whether or not related to an event. Not with standing any other provision of this Handbook/NHRA Rulebook, by participating in, and in consideration for being allowed to participate in NHRA and Western Colorado drag racing, and in consideration of receiving any of the numerous benefits available to participants, each participant understands, acknowledges and agrees that:

Participation in any and every aspect of NHRA and Western Colorado Dragway drag racing is a privilege, not a right.

The participant voluntarily chooses to participate in accordance with all NHRA and Western Colorado Dragway rules, regulations and agreements, including but not limited to those contained in the NHRA Rulebook and Western Colorado Dragway Handbook, and by NHRA and Western Colorado Dragway decisions, whether or not related to an event.

When any participant submits an entry for competition in an event, and the entry is accepted, the participant is obligated to compete in the event in good faith to the best of the participant's ability unless prevented from so doing by matters beyond the participant's control. Upon entering a Western Colorado Dragway event for the first time, a racer, crew, etc. should secure a current year Handbook that outlines the conditions set herein.

At any Western Colorado Dragway event, the participant is bound by and shall abide by the decisions of the Track Manager, the Track Manager's designee(s), and Officials, which are final unless expressly set forth to the contrary herein.

All decisions made by the NHRA and Western Colorado Dragway, including but not limited to those made during or incident to an event, are final and may not be appealed except as expressly subject to review herein, and such decisions may not be made the basis of a lawsuit. The participant further agrees to release and waive from liability and not to bring any action against NHRA and Western Colorado Dragway (members or Board of Directors), the Track Manager, the Track Manager's designee(s), any Official, event and track sponsors, for any loss, damage, or injury, including without limitation economic loss or damages, caused by any decision, erroneous or otherwise, including without limitation decisions based on malfunctioning electronic or mechanical equipment, and all whether due to negligence or otherwise.

NHRA and Western Colorado Dragway, employees, agents or representatives have no liability to the participant, participant's personal representatives, assigns, heirs, and next of kin for any and all loss or damage and any and all claims or demands of any nature whatsoever including without limitation loss or damage to any property of the participant or property of others entrusted to the participant, whether caused by the negligence of any Release or otherwise.

The participant will not initiate or maintain, directly or indirectly, in any kind of civil court lawsuit related to any NHRA and Western Colorado Dragway rule, regulation, agreement or decision, which lawsuit NHRA and Western Colorado Dragway determines to be conduct detrimental to NHRA and Western Colorado Dragway or the entire sport of drag racing; included, but are not limited to: the threat posed to maintaining the ability to conduct events and racing activities; the threat posed to the continued viability of the sport of drag racing; disruption to the orderly conduct of the sport of drag racing; damage to NHRA and Western Colorado's business and reputation; loss of sponsorship opportunities; disruptions in sponsor relationships; damage to goodwill with vendors, sponsors, customers and members; damage to racing competition; adverse effects upon the insurability of the sport of drag racing, and other damage to NHRA and Western Colorado Dragway or the sport of drag racing.

In order to preserve the sport of drag racing, and to preserve NHRA and Western Colorado's Dragway's ability to function and exist as a sanctioning body and drag racing facility, NHRA and Western Colorado Dragway must and does rely on the foregoing covenant not to sue.

NHRA and Western Colorado Dragway would be severely damaged by breach of the covenant not to sue set forth herein.

Taking into account the many circumstances affecting the sport of drag racing, and factors that cannot be foreseen and accurately predicted by the NHRA and Western Colorado Dragway and each participant, actual damages to NHRA and Western Colorado Dragway resulting from breach of the covenant not to sue would be impracticable and extremely difficult to determine.

In the event of any breach of this covenant outlined above not to sue; unless the participant prevails in the participant's lawsuit, the participant:

- May be subject to permanent or temporary suspension or exclusion from all NHRA and Western Colorado Dragway events; and
- Must pay all of NHRA and Western Colorado Dragway's attorneys' fees and costs related to the lawsuit, including but not limited to fees and costs for in-house counsel (payment must be made before participation, if eligible, in any NHRA and Western Colorado Dragway event); and
- Must pay any fine assessed by NHRA and Western Colorado Dragway, up to \$250,000 (payment must be made before participation, if eligible, in any NHRA and Western Colorado Dragway event).

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

The Track Manager shall be empowered to permit minor deviation from any of the specifications herein or impose any further restrictions. **NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS.** Any interpretation or deviation of these rules is left to the discretion of the Track Manager. Their decision is final. Furthermore, the sale of competing lines of food,

beverage, wearables and/or die-cast collectibles are strictly prohibited and may not be placed “for sale or trade in a commercial fashion” at Western Colorado Dragway. No solicitation, whether business or personal of items “for sale” or “distribution” at Western Colorado Dragway unless you have authorized permission prior to an event from the management of the Raceway. In addition, Western Colorado Dragway reserves the right to refuse service to anyone.

ALCOHOL OR DRUGS... Use of alcohol or drugs by any person of any age is not allowed anywhere inside the pit area before or during an event.

ATTENTION SMOKERS... For those who smoke, help Western Colorado out and dispose of cigarettes or cigars properly. Butts laying on the grounds or asphalt looks bad. Do your part to keep the track clean...we do.