

WCDRA
RULES, POLICIES & PROCEDURES

Rev (04/2025)

JR. DRAGSTER SUMMIT SERIES
JR. STREET
SUMMIT ET SERIES
FRIDAY NIGHT STREET LEGAL DRAGS

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WESTERN COLORADO DRAGWAY

GENERAL DISCLAIMER

The rules, regulations, procedures and information set forth herein are designed to provide for the orderly conduct of motor racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all WESTERN COLORADO DRAGWAY events, and, by participating in these events, all members and all others are deemed to have complied with these rules. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM THE PUBLICATION OF, OR THE COMPLIANCE WITH THESE RULES, REGULATIONS, OR PROCEDURES.

They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury and/or death to participants, spectators or all others. Track Manager or Race/Tech Director shall be empowered to permit minor deviation from any of the specifications herein or impose any further restrictions that in his/her opinion does not alter the minimum acceptable requirements. 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 Manager. THEIR DECISION IS FINAL!

WCDDRA, management, and or its officials reserve the right to revoke racing privileges at any time and for any reason. Additional information under, Participant Conduct.

Fines: Should a situation arise, that a driver or crewmember does not follow the Drag Strip Managers decision and acts out in an un-orderly fashion a fine may be imposed. Such acts include vulgar language, direct disregard for public safety, and/or improper behavior. Fines and/or point revocation are at the discretion of WCDDRA Track Manager.

Non-conforming: any participant/crewmember found to be non-conforming with WCDDRA/NHRA rules will forfeit all points and monies for the event. Other penalties may be applied.

The rules listed in these pages are general rules only, all other rules and regulations set forth by the NHRA RULEBOOKS, will govern the racing at WESTERN COLORADO DRAGWAY. Refer to the section for your respective classes; also refer to the “General Regulations” section. Prime responsibility for the safe condition and operation of a vehicle in competition rests with the vehicle’s owner and driver. The track operator’s main concern is that of providing a place to conduct events. NHRA provides the ET and General Regulations sections of the current rule book at NHRAracer.com under the rules section link.

WESTERN COLORADO DRAGWAY RESERVES THE RIGHT TO CHANGE THESE RULES AT ANYTIME.

**FOR EVENT DATES, STRUCTURE & TIMES
PLEASE SEE WESTERN COLORADO DRAGWAY WEBSITE**

**FOR UP-TO-DATE RACING AND WEATHER
INFORMATION SEE WESTERN COLORADO
DRAGWAY FACEBOOK PAGE**

**FOR ALL CURRENT NHRA RULES AND REGULATIONS
PLEASE REFER TO THE FOLLOWING SITES: nhraracer.com**

**THE ABOVE INFORMATION IS AVAILABLE AS A FREE
DOWNLOAD OR YOU CAN PURCHASE ON LINE AT
NHRA.COM**

GENERAL RULES:

PETS:

Dogs only and they need to be leashed at all times. No dogs permitted in the Restricted Areas at any time. Be respectful to our facility, please clean up after your dog and prepare for their care in the possible extreme temperatures. Bring your pet at your own risk.

ENTRY GATES:

Crew members and spectators need to pay at the spectator entry gate, park, and enter through the main gate.

Street Legal Events - Upon entry, drivers will pay the gate fee, then proceed to pit area.

Bracket Events - Drivers will pay for their event entry at the Registration Trailer.

Note: It is the drivers responsibility to ensure all crew members, family members, and friends have paid their entry for the day. Anyone found to have not paid for their entry and signed the appropriate documentation, will be removed from property and the driver may be penalized.

ALCOHOL OR DRUGS:

Use of alcohol or drugs by any person of any age is not allowed anywhere on property, before or during an event.

ATTENTION SMOKERS:

For those who smoke, help Western Colorado stay clean 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.

MINOR PARTICIPANT POLICY

We ask that you complete the following items during the week, before your event day to avoid any problems and/or delays. If you have any questions or concerns you may contact management at 970-243-9022/ wcdra@hotmail.com

It is the parent's responsibility to read and understand the NHRA Rulebook!!!

- 1. Jr Dragster and/or Jr. Street Participants – All waivers and licensing passes must be completed and sent to NHRA. Minor paperwork will be on file with NHRA, nothing additional is needed from the facility.**
- 2. Non Jr Participants - For all other drivers between the ages of 16-17 and/or crew members between the ages of 14-17, please see requirements below:**

REQUIREMENTS FOR NON JR. MINORS TO PARTICIPATE IN ANY EVENT:

Waiver - "The Waiver" must be signed by both birth parents/guardians of all minor participants ages 17 and younger. Signatures of a parent or minor who is not signing before a designated WESTERN COLORADO DRAGWAY employee must be notarized. This must be done every season.

Birth Certificate - A copy of the minor/child participant's certified Birth Certificate must accompany "The Waiver" every season.

MINOR AGE REQUIREMENTS

Drivers in NHRA Jr. Dragster category: 5-17. Must complete NHRA minor file.

Drivers in NHRA Jr. Street category: 13-15. Must complete NHRA minor file.

Drivers in High School class: 16-17. Must complete minor file with the track each season.

Drivers in other track classes: 16-17. Must complete minor file with the track each season.

Crew Members: 14-17. Must complete minor file with the track each season, unless they also have an NHRA minor file for the Jr. classes as well. Nobody under the age of 14 will be allowed in the restricted areas for any reason.

Minor will not be allowed to participate without proper waiver and birth certificate on file. No Exceptions. If you have legal guardianship, court documents must be provided. A Death Certificate must accompany the above, if necessary. All waivers must be originals. No copies will be allowed.

Note: "The Waiver" is referring to "The Parental Consent, Release and Waiver of Liability, Assumption of Risk, and Indemnity Agreement" along with the "Minor's Assumption of Risk and Release and Waiver of Liability." This is an insurance/track form you will need to pick up or have mailed to you. You may also complete it at the race event.

WESTERN COLORADO DRAGWAY

JR. DRAGSTER SERIES

Juniors may compete through the calendar year of their 18th birthday, provided they are in competition between January 1 and their birthday. NHRA Junior Dragsters are restricted to competition in half-scale cars over a distance of 1/8 mile. Competitors must make 6 passes to obtain or upgrade NHRA license. (2 launches, 2 half-track and 2 full passes within ET range for respective license). **PLEASE REFER TO THE NHRA JR. RULEBOOK for other requirements.** THE FOLLOWING BRACKETS WILL BE CONTESTED:

TRAINEE (T): age 5; elapsed time restricted to 20.00 seconds or slower; no racer can run quicker than 20.000. Limited to noncompetition, single passes only.

Ages 6 to 7 ~ 13.90 OR SLOWER

Ages 8 to 9 ~ 11.90 OR SLOWER

Ages 10 to 12 ~ 8.90 OR SLOWER

Ages 13 to 17 ~ 7.90 OR SLOWER

BREAKOUT RULES APPLY ET & MPH

ANY COMPETITOR RUNNING QUICKER THAN 7.90 E.T. OR FASTER THAN 85 MPH AT ANYTIME DURING AN EVENT WILL BE DISQUALIFIED FROM THE EVENT.

Towing: Junior dragster must be towed by a tow vehicle. Using a bike or push bar to push the junior is prohibited. Drivers must ride in the cockpit while being towed by a tow strap, this is optional when being towed by a dolly. Riding on the roll cage is prohibited in all cases. All Juniors must display a flag when being towed.

Class Points: Should a participant age out of their class during the season, it is their option to stay in that class until the finality of the season and keep their points or move to the next age level and lose the earned points.

Tail Lights: Functional tail light mandatory on all entries if making passes down the track after dark.

Fuel System: Restricted to gasoline, alcohol, or gasohol. Nitrous oxide and/or propylene oxide and/or nitromethane prohibited. No fuel additives, power enhancers, or mix-ins allowed; scents permitted. For Trainee and Youth categories, all fuels other than gasoline prohibited.

Staging: Once the driver has pre-staged, communication with the driver as well as touching the vehicle is prohibited. Any communication after this point, needs to be from the starting line staff or approved by staff.

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 Dragway.

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 a quicker and faster manner. Tow Vehicles – Please stay on the asphalt at all times to and from pick up to prevent popped tires.

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 Dragway’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 Dragway.

JR. STREET SERIES

NHRA JR. STREET. ~ 9.00 and SLOWER.

NHRA offers a racing program for 13-16-year-olds that combines racing and car safety. NHRA Jr. Street gives teenage boys and girls the opportunity to race against their peers with an approved licensed supervising adult as a teammate. Competitors will go through an orientation/licensing procedure on an eighth-mile dragstrip in their vehicles, which must meet program requirements. Approved vehicles must be registered, insured, street-legal vehicles with mufflers and street tires and run 9 seconds and slower.

Motorcycles and race cars are prohibited.

ALL VEHICLES MUST HAVE CURRENT REGISTRATION.

**.500 FULL TREE NO ELECTRONICS DOT DRAG TIRES OR SLICKS PERMITTED
IN ABOVE CLASSES ENTRY**

HIGH SCHOOL

7.50 and SLOWER.

This class runs in conjunction with the NHRA Jr. Street class and is for teenagers aged 16 and 17 years old who have a valid state driver's license. This class will not require supervising adults as a passenger. Complete Minor Waiver will need to be on file with the track for participation. Approved vehicles must be registered, insured, street-legal vehicles with mufflers and street tires and run 7.50 seconds and slower.

Motorcycles and race cars are prohibited.

ALL VEHICLES MUST HAVE CURRENT REGISTRATION.

**.500 FULL TREE NO ELECTRONICS DOT DRAG TIRES OR SLICKS PERMITTED
IN ABOVE CLASSES ENTRY**

FRIDAY NIGHT STREET LEGAL SERIES

THESE RULES ARE THE MINIMUM REQUIREMENTS FOR PARTICIPATING IN OUR FRIDAY NIGHT STREET LEGAL DRAGS:

Clothing

- Long pants only, NO SHORTS.
- No sleeveless Shirts or Tank Tops.
- Shoes must cover feet, closed toe shoes, NO sandals, Flip-Flops or Bare Feet!
- Working seatbelts are required and must be securely mounted. Any vehicle with and ET of 11.49 and quicker or over 135 MPH or faster with a cage or roll bar must have a SFI 16.1 Safety Restraint Harness.
- A helmet is required to make a pass down the track
- All windows must be in good condition and free of cracks, and be up when making a pass, T-Tops in and Convertible tops up!
- Any rear-wheel-drive vehicles with slicks running 11.99 in the ¼ mile must have a drive shaft Loop.
- **Nitrous Oxide, Bottles** must be securely mounted, stamped with DOT– 1800-pound rating; A relief valve must be vented outside the driver's compartment, and be **recertified every 5 years and stamped with the last inspection date!**
- Batteries that have been relocated from the stock location must have an external master cutoff or (Kill Switch) outside to the rear of the vehicle and must be labeled OFF! You will not pass tech without this label! Batteries cannot be re-located into the driver's compartment, unless meeting all NHRA rules, check with one of our tech people if you need more help on this. Also, must be securely mounted down.
- Must have at least one working taillight.
- Tires must be in good condition with at least 1/16-inch tread and no cord showing. All lug nuts & bolts must be properly used and tight.
- The cooling system must have a 16 oz catch bottle if not factory installed.
- All automatic transmissions must have a working neutral safety switch; Vehicle must not start in gear.
- Door handles must be functional inside and out, shaved handles are not permitted. Some custom vehicles may be exempt.
- All hubcaps and trim ring must be removed, unless bolted on.

BIKES

- Full Face Helmets must meet. Full-face Snell M2015, M2020, SA2015, SA2020, FIA: 8860-2010, 8860-2015 or 8860-2018 helmet mandatory; shield mandatory (goggles prohibited).
- **Riders** must wear Leather or approved M/C jacket & gloves, **Leather shoes or boots above the ankle.**
- 10.99 or quicker must have an engine Kill switch attached to the rider.
- All motorcycles must have a chain guard properly installed.
- Full all-leathers or SFI Spec 40.1/2 suit mandatory on motorcycles running 120 mph or faster
- Two-piece suits must be joined together with a metal 360-degree zipper at the waist. SFI Spec 40.1/1 or 40.1/2 suit or leather jacket, leather boots/shoes above the ankle, and leather gloves are mandatory on ALL motorcycles. Gloves must be Kevlar-lined or equipped with slide buttons.
- *16-17 year old drivers must have the proper minor waiver paperwork on file with the track.

WCDRA SUMMIT ET SERIES

Each racetrack has the option of substituting its own selection of class titles and E.T. breaks. Since quarter-mile elapsed times would not apply for eighth-mile racing, a style of competition common to E.T. handicap racing, The legality of certain devices (i.e., throttle stops, delay devices, etc.) may vary between divisions/tracks. Timed vehicle control devices (counters, time displays, etc.), except as outlined under Class Requirements and are prohibited. Display or transmission of track location, time/distance data, etc. prohibited. Data recorders are permitted in Pro E.T. and Super Pro only. Data recorders (except for “playback”-type tachometers) are prohibited in all other E.T. classes.

All Vehicles: VEHICLES QUICKER THAN 9.999 OR 135 MPH MUST MEET NHRA LICENSE REQUIREMENTS & 9.999 and quicker must have NHRA Chassis Certification

THE FOLLOWING E.T. BRACKETS WILL BE CONTESTED:

QUICK 16 ~ 3.66 to 5.85 to Qualify, 1/8 Mile

.500 FULL TREE – CROSS TALK & ELECTRONICS ALLOWED.

No motorcycles or snowmobiles. Sportsman ladder will be used on Even numbered races/Pro ladder will be used on Odd numbered races. 2 Qualifying runs (time permitting). Must dial within 1/10 of the best qualifying time. Fastest car gets lane choice. 16 car field.

If there is an uneven field, the #1 Qualifier will receive the potential bye run. If you do not qualify, you can run in Super Pro (if Super Pro has already ran first round, you can enter the buy back round. No refunds given)

SUPER PRO ~ 3.66 to Slower, 1/8 Mile

.500 FULL TREE - **ELECTRONICS ALLOWED.**

CROSS TALK IS ACTIVATED – PLACE AN ‘N’ ON YOUR WINDSHIELD NEAR YOUR DIAL IN IF YOU DO NOT WANT CROSS TALK.

PRO ~ 7.00 or slower, 1/4 Mile

.500 FULL TREE ~ **NO ELECTRONICS ALLOWED~ AUTO SHIFT IS ALLOWED**

SPORTSMAN ~ 11.50 or slower, 1/4 Mile

.500 FULL TREE **NO ELECTRONICS ALLOWED ~ NO TRANS BREAKS OR 2 STEPS**

DOT ~ 1/4 Mile

DOT CLASS RULES STREET LEGAL, INSURED, LICENSE PLATE, STREET TIRES OR DOT APPROVE DRAG RADIALS, MUFFLERS. NO ELECTRONICS. TRANS BRAKE PERMITTED.

JR STREET ~ 9.00 or slower / HIGH SCHOOL ~ 7.50 or slower, 1/8 Mile

.500 FULL TREE

Please see Class information listed earlier in rules.

POINTS PROGRAM

MUST BE A MEMBER TO PARTICIPATE IN THE POINTS PROGRAM

Points are awarded in the Summit ET Series and the JDRL Series as follows:

First round (win) 26 points

First round (lose) 16 points

Subsequent rounds (winners only) 10 points *Buyback round winners only receive 5 points

Racers tied for the first three places in each class at the end of the season will run a tie-breaker race. Ten additional points will be awarded to the racer who wins this run-off. The tie will be determined AFTER removing each racer's worst race.

The worst race will not be removed in the Quick 16 or the Motorcycle/Snowmobile classes which is scheduled for 6 events per season.

Points remain with the class in which they were originally registered. A racer can register for multiple classes at no extra charge. A racer who changes classes during the year will start with zero points in that new class. Points remain with the driver. A driver may use more than one car in a class during the season (but may not change cars after first round of an event).

How points are lost or not accumulated (per round)

A DQ for any reason results in a loss of points for that round and that car cannot compete in any further rounds.

How points are lost (per event or season)

A racer whose vehicle is determined to have used inappropriate equipment for that class will lose all points accumulated during that event and possibly for the season.

Points belong to the racer – not the vehicle. Racers who allow another person to run their vehicle in a class will not earn any points for that event.

Breaking track / NHRA rules during an event can result in the loss of points for that event. This determination will be made by the track management at their discretion based on the severity of the violation.

BUY BACKS

Racers who lose first round in Super Pro, Pro, Sportsman, DOT, Jr. Street, MC/Snow classes can buy back and run the buy back round, winners move on to second round. Racers who are registered and teched by first round – but miss running first round – can purchase buy back and run the buy back round for an opportunity back into the event. These racers will not receive first round point.

Buy back round winners will receive 5 points for the buy back round.

How points totals are determined at the end of the season

At the end of the season, each racer in the Super Pro, Pro, Sportsman, DOT, Jr Street/High School, and Junior Dragster classes will have the points for their worst race removed from their total. In some cases, this may be zero points. After these adjustments are made the racer with the highest points in their class will become that year's class champion and will be eligible to participate in the King of the Track. All classes with the exception of the Quick 16 class are eligible to participate in the Wally Event.

WESTERN COLORADO DRAGWAY

RACER INFORMATION AND RULES

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 has already purchased a tech card for your vehicle and need to make one pass in another driver's vehicle please speak with management. Additional drivers are not allowed during competition.

APPAREL: Each member of a participant crew must be fully attired when present in the staging, starting, and competition areas of the race track.

SHOES ARE MANDATORY. ALL individuals in the RESTRICTED AREA'S must have CLOSED TOE shoes on, NO SANDLES, FLIP-FLOP'S or BARE FEET.

SHORTS, BARE LEGS, TANK TOPS, OR BARE TORSOS ARE PROHIBITED WHEN DRIVING IN ANY CLASS.

AUTOSTART / TRUESTART: Western Colorado Dragway utilizes Accutime's Autostart & TRUEstart. 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 pre-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 PRE-STAGE** and explain your problem to a starting line Official. If you pre-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.

TRUEstart is a patented timing configuration, which will be utilized at all events. It was designed for when two racers leave early, redlighting in eliminations. Instead of the first racer automatically losing because he/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.

AUXILIARY PIT VEHICLES: ONE per participant. All auxiliary pit vehicles must be used for necessary transportation only. NO recreational or fun riding allowed. **NO DRIVERS UNDER 16 YEARS OF AGE PERMITTED TO OPERATE AUXILIARY VEHICLES.** NO type of auxiliary transportation will be allowed in the Grandstand areas... **FEET ONLY!** Vehicles such as tricycles, skateboards, skates, kick scooters, or roller blades are not permitted at any time. Motorized vehicles drivers and bicycle riders must be 16 and have a driver's license.

BOUNDARY LINES: In determining lane boundary crossing violations, it is considered a disqualification when any portion of a tire completely crosses the painted line surface. Anytime it has been judged that excessive braking has resulted in the loss of control as to cause contact with the guardrail, timing fixtures, or crossing the center boundary lines - **INCLUDING PAST THE FINISH LINE** - the contestant will be disqualified.

BREAK-OUT RULES: Contestants who race below their dial-in or below the category standard during eliminations will be disqualified, with the following exceptions:

- 1) - When an opponent foul starts or crosses a boundary line.
- 2) - On a single run.
- 3) - When both drivers run under, the driver that is the least under is the winner.

BROADCASTING/PA: 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 to everything that's happening, should you not be close to a track speaker.

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.

BYE RUN: Jr Dragsters - The first round bye run is chosen on the best reaction time from all qualifying runs. Each additional bye run is determined by the ladder.

Summit ET Series: The first round bye run is chosen on the best reaction time in all time trials. The potential bye run will then be the best winning reaction time from the previous round (until ladder rounds) and will carry over. The potential bye run will be set to one side. If the class ends up on 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.

CHASSIS CERTIFICATION: 9.999 or quicker or faster than 135 MPH.

COMPETITION NUMBERS: Must be displayed in an appropriate manner, location and visible from left side of vehicle. Permanent numbers, or painted numbers, should be at least 6-inches high and 1-inch wide. Motorcycles must have a number plate, or acceptable alternative.

COMPUTERS IN CAR: During competition, a portable computer (e.g., Laptop, PDA, Palm Pilot, (Programmer, etc.) must be securely mounted when located in driver's compartment at any point beyond the staging area ready line. All functions or values must be preset prior to this point.

COMPUTER MALFUNCTIONS: In the event that the Timing Computer should malfunction due to circumstances beyond our control, the following procedures will be used. This rule is for electronic malfunctions only. It does not apply to human error or incorrect dial-ins. The only interpretation of this rule is that which is decided upon by the Track Manager.

ELIMINATIONS: Both vehicles advance to the next round providing there were no other rule infractions by either competitor. IE: red-light, crossing boundaries.

FINAL ROUND: Re-run

COOLING: Minimum 1 pint catch can mandatory on all vehicles. All cooling procedures must be done in a contestant's pit area or designated area, if available. Contestants may utilize small water sprayers for spraying radiators while in the pre-staging only, however, excessive water spillage must be controlled. Water or ice that is used for cooling down can result in a disqualification if your vehicle is dripping on the starting line. It is strongly preferred that all vehicles run water only. Any vehicle, participating in the following Summit ET Series classes (Super Pro, Pro ET, Sportsman) **WILL NOT** be allowed to use any form of automotive antifreeze, water wetter type, etc...! **Only water will be allowed.** Any car or motorcycle caught using antifreeze, water wetter type, etc... will be immediately disqualified from that day's event and any points earned for that event will be removed. This will be a zero-tolerance rule and NO WARNINGS will be given.

COURTESY STAGING: It is encouraged but **NOT REQUIRED** for all classes.

CREDENTIALS RESTRICTED AREA PASSES:

Each Driver (driver band) and crew member (crew band) must have a restricted area wristband pass on and sign the waiver to be in the restricted areas of WCDRA. **Note: It is the driver's responsibility to ensure all crew members, family members, and friends have paid their entry for the day. Anyone found to have not paid for their entry and signed the appropriate documentation, will be removed from property and the driver may be penalized.**

RESTRICTED AREA will be defined as the following:

- 1) Advanced staging area and the immediate area forward to the concrete barriers.
- 2) Burnout and adjacent areas.
- 3) Area between the
- 3) Drag strip, chase lane and shut down area.**
- 4) Return road to ET SHED.
- 5) Any other area within the barriers, fences, and/or structures separating the general public from the racing activities.



***All those in the Restricted Area must be 14 years of age or older. Ages 14-17 must have proper minor waivers on file for access.**

WAIVER AND RELEASE: All competitors and crew members that are going to be in a restricted area must sign a "Waiver and Release". PLEASE UNDERSTAND THAT YOU ARE SIGNING A RELEASE... KNOW WHAT IT SAYS... COPIES WILL BE AVAILABLE. By signing this "Waiver and Release" it means that you understand that you will be entering a restricted area at your own risk, and accept total responsibility for anything that may happen to you.

MINOR WAIVER: Must follow current WCDRA Minor Waiver Policy.

CREW MEMBERS: Must also adhere to all NHRA and WESTERN COLORADO DRAGWAY rules and regulations. It is ultimately the driver's responsibility to ensure that his crew behaves accordingly. If a crew member's behavior is not in accordance with the rules, they may be removed from the property and the driver may be penalized.

DEEP STAGING: Competitors Deep Staging must do so very promptly after courtesy staging but need not have "deep" on their vehicles.

DEFINITION OF ELECTRONICS: Automated shifters, electronic throttle timers/stops, drive wheel line locks and any aftermarket electronics; i.e., delay boxes, counters, timers, etc. may be prohibited and MUST be removed from vehicle. See class designation for ruling. 2 step rev-limiters are allowed in Summit ET Series Pro, Super Pro, as long as they are not used as a down track timing device. **PROHIBITED IN SPORTSMAN.**

DIAL-INS: Each competitor will be responsible for checking to see that his or her dial-in is correct before staging. If there is any question regarding your dial-in, DO NOT pre-stage your car. NO RE-RUNS will be allowed due to incorrect dial-ins. Please make sure that your dial-in is visible and legible. You pre-stage... You Accept It. Dial in must be on the vehicle before it leaves the staging lanes. Dial-ins must be visible from the front, right side and rear

DRIVING PROCEDURES WHEN BREAKAGE OCCURS: If a vehicle experiences damage or breakage during a time, qualifying or competition run, the driver needs to move the vehicle next to the wall and **STOP!!** This technique will prevent unnecessary track cleanup. If everyone abides by this theory, we will be able to resume racing activities in a much faster fashion.

DRUGS AND ALCOHOL: ZERO TOLERANCE - Any driver, parent, spectator, or pit crew member suspected to be under the influence of alcoholic beverages or drugs, regardless of amount, will be ejected from the event, and referred to NHRA. Such a condition is cause for suspension and/or revocation of competition privileges and possible loss of all accumulated points.

FIRE EXTINGUISHER: WCDRA recommends all competitors have in their pit area a minimum of 2-1/2 pound current certified fire extinguisher. It is also recommended that all competitors utilizing tow vehicles have an additional fire extinguisher in that vehicle available for immediate use. When fueling a vehicle, it is mandatory that a fire extinguisher be present.

FLUID LEAKAGE / TRACK CLEAN-UP POLICY: Refer to page in this book

FUEL: Gasoline, alcohol, gasohol, diesel, ethanol, natural gas and propane are permitted. Nitromethane, and Propylene oxide are prohibited.

HELMETS: Required when making a pass down the track. See NHRA rulebook for proper ratings and dates.

LANE CHOICE/RANDOM DRAW: All set ladder eliminators will determine lane choice for that round by reaction time of previous pass. First ladder paired round lane choice is determined by reaction time with the exception of Quick 16.

LICENSE PASSES: Required for all NEW license 9.999 and quicker. It is your responsibility to bring the licensing form with you. You can download the licensing forms at NHRAracer.com. Refer to all NHRA rulebooks for requirements and JR and JR Street requirements.

MUFFLERS: DOT accepted mufflers required in the Street Legal Series. Highly recommended in all ET classes. 90 decibels maximum.

NITROUS OXIDE: The use of any agents other than Nitrous Oxide as part of, or mixed with, this pressurized fuel system is strictly prohibited. All bottles must be securely mounted, stamped with minimum DOT-1800-pound rating and identified as Nitrous Oxide. Nitrous Oxide bottle located in driver compartment must be equipped with a relief valve and vented outside of compartment. System must be commercially available and installed per manufacturer's recommendations. Commercially available, thermostatically controlled blanket-type warmer accepted. Any other external heating of bottle prohibited. All vehicles running Nitrous Oxide MUST have a N2O decal on both the front windshield, and the rear window in the upper center portion of the glass. No plastic type mounts accepted. **All bottles must be certified every FIVE years and have current stamp.**

OIL RETENTION DEVICES: Oil Retention Devices (Diapers/Pans) are required for EVERY non -street legal vehicle (excluding motorcycles and snowmobiles). 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.

PARTICIPANT CONDUCT: Participants at NHRA Member Track events are expected, at all times, to conduct themselves in a professional and non-disruptive manner. Any participant who, in the sole and absolute judgment of NHRA, WCDRA and Member Tracks.

- 1) Verbally or physically threatens another participant or other person,
- 2) Uses vulgar or derogatory language,
- 3) Engages in unsportsmanlike conduct detrimental to the sport of racing, or
- 4) Otherwise creates a condition or circumstance which is unsafe, unfair, or out of order, shall have violated the rules and regulations of NHRA, WCDRA and Member Tracks.
- 5) WCDRA management, and or its officials reserve the right to revoke racing privileges at any time and for any reason. Their decision is final.

PASSENGERS: Can ride along in at 14.00 second or slower car. Must be 18 years of age and older, sign the waiver, wear helmet, long pants closed toe shoes and t-shirt. No tank tops allowed.

PAYOUT: Should you be fortunate enough to win or finish in the money of a category (or trophy), you much have a completed W-9 form on file in order to receive a payout. It will be at the manager's discretion whether payouts will be available at the end of the event or if they will be mailed out to participants.

PROTECTIVE CLOTHING: While racing, shorts, tank tops, or bare torsos are prohibited. Close toed shoes are required. Refer to NHRA rule book for class and ET specific requirements.

PIT SPACE: There will be designated pit parking areas for certain vehicles, please abide by the posted signs or event information sheet. Please confine your pit space as much as possible. Please keep your pit clean.

Pit rental stalls are numbered. DO NOT PARK IN THEM IF YOU HAVE NOT RENTED ONE. Should you need a pit space please contact management at 970-243-9022

QUALIFYING: In order to constitute an official qualifying attempt, all cars must self-start and self-stage. Please refer to the NHRA Rulebook for further explanation. Only ONE qualifying pass is needed to put you on the ladder for your class eliminations for those classes that ladder first round.

Participant Rainout Policy for Western Colorado Dragway: If rain or other occurrence halts racing after the first round of eliminations for your class, points will be awarded to that point in the race. Payout will be divided among the remaining racers, and no entry fee credit will be issued to the balance of racers and crew members. The same holds true for all other points eliminators—whereby points will be awarded through the round completed. Should rain or other occurrence halt racing during a round of your class's eliminations (i.e.-if only one pair of cars race in the second round of a class and rain hits), action will be taken as if that class's round had not started. In a Trophy category, the overall winning trophy will be awarded to round-winning racer who is closest to his/her dial-in for the last completed round in competition. If rain or other occurrence halts racing any time before the completion of the first round of eliminations for your class, racers will receive a 50% credit of entry fee (valid through the end of the racing season and there will be no payout).

TEST 'N TUNE EVENTS

Participant Rainout Policy for Western Colorado Dragway: If rain or other occurrence halts racing after a racer has had one time/test run the event would be determined complete for that racer and no credit will be given. If a racer has not had one run, a credit will be given to be used through the end of the racing season (towards the purchase of a ticket/entry).

REACTION / INTERVAL TIMES: These readings are provided only as “extras” to basic timing information and are not guaranteed. Please do not ask for re-runs do to missed or disputed times.

PARTICIPANT REFUNDS: If a race entered vehicle breaks during time trials, but before entering the staging lanes for first round, that entry may receive credit. The TNT fee will be removed from the entry total and the remaining amount will be credited for a future event in the same race season. Jr. Street is exempt from this and will receive full credit. Credit will not apply to Gold Card, comped, or discounted entries. Should you have tech or related questions, contact the Western Colorado Dragway management.

RETURN ROAD: RACECAR HAS THE RIGHT OF WAY. PLEASE SLOWLY PULL TO THE SIDE OF THE RETURN ROAD TO ALLOW RACECAR TO PASS TO ALLEVIATE DUST. When towing a vehicle back on the return road please keep a good pace to alleviate backing cars up and causing them to overheat.

ROLL BAR

REFER TO CURRENT NHRA RULE BOOK ET AND GENERAL REGULATION
SECTIONS FOR FURTHER INFORMATION AND CLASS SPECIFIC REQUIREMENTS

ROLL CAGE

REFER TO CURRENT NHRA RULE BOOK ET AND GENERAL REGULATION
SECTIONS FOR FURTHER INFORMATION AND CLASS SPECIFIC REQUIREMENTS

RUN SESSIONS: Competitors in all classes must be in line and be ready for designated qualifying / time trial sessions as they are scheduled / called. Run sessions and qualifying will be called in sessions unless otherwise stated. Please do not report to the lanes until your class has been called.

SEAT BELT: Mandatory in all cars.

REFER TO CURRENT NHRA RULE BOOK ET AND GENERAL REGULATION
SECTIONS FOR FURTHER INFORMATION AND CLASS SPECIFIC REQUIREMENTS

SECURING OF THE TRACK...at Managers Discretion

SINGLE RUNS: In situations where a driver is making a single run during eliminations, he or she is considered an automatic winner once he or she stages, receives the green light, and breaks the beam. The elapsed time is voided for all purposes if a stripe boundary, or performance related infraction occurs.

SPEED LIMIT: After making your run, stay in your lane until you reach the track exit for the return road. **REMEMBER the Left Lane always exits first.** Drive slowly (15 mph) when on the return road until you reach the sign where you enter the pits, speed limit from sign to front of staging lane is 5 MPH.

STAGING LANES: Time Trials/Run Sessions will be called up in groups (open, class, etc) over the PA System. Please do not enter the staging lanes until you have heard your call. Staging lane speed limit is less than 5 MPH.

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. If we run out of pairings, the first car in line will have lane choice between the two front-to-back racers. A driver who refuses to change lanes 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.

When you get near the front of staging please be ready, with seat belts and helmets fastened, and windows rolled-up. Our staging lanes are broken into two areas; main staging area, then we have a pedestrian crosswalk, then we have the head of staging which consists of space for two pairs.

When you get to the crosswalk, do not block it. At this point, you need to be 100% ready to run your vehicle (Seatbelts and helmets fastened, wrist restraints on, windows rolled up, dial boards set, etc) When it is your turn, please pull into the first two spaces completely and watch the staff members at the head of staging for your turn to move forward.

STAGING Ready Line: Once a car reaches the front of the staging lanes for a run, the driver must be ready to go, and the vehicle must be prepared to start and race.

STARTING LINE: All WCDRA classes will use Auto Start. The final staging motion, using applied power, must be in a forward motion going from pre-stage to stage position. A reasonable amount of time will be permitted for drivers to stage. The time limit will be determined in the sole and absolute discretion of the Official Starter. Failure to stage upon the Starter’s instructions is possible grounds for disqualification.

STATE DRIVERS LICENSE: Valid State Driver’s license is mandatory for all competitors with the exception of Jr. Dragster and Jr. Street drivers.

TAIL LIGHTS: All vehicles participating must have a minimum of one working taillight that is in compliance with NHRA requirements for night operations. This taillight must be used after sunset or when directed, at the time of need, by a track official. You may receive one warning. Participant will be disqualified after receiving a warning and not complying.

TECH CARDS: Must be filled out completely, legibly, and signed, before going to tech and/or being on track the first time.

TECH INSPECTION: Before racing, please fill out your Tech Card COMPLETELY on the front and back, then take your vehicle to the Tech inspection area. 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 Concessions building. All vehicle entries are required to be inspected by a Tech Official and turn in your tech card BEFORE making your first run down the strip.

TIME TRIALS: It is our goal to provide all competitors with the opportunity to participate in our time trial/qualifying sessions at every event. However, entry into an event does not guarantee a designated amount of time trials.

TURN OFF: Left Lane always exits first! (unless directed otherwise by safety staff.)

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

WASTE OIL: Anyone caught dumping waste oil or other hazardous materials on the premises will be referred to the proper authorities as well as pay all costs incurred in clean-up of their mess.

WATER BOX / BURNOUT AREA: Watch the Staging Director for your signal to pull forward for your burnout. If you are not ready you are subject to being disqualified. Do not pull out until you are signaled. Burnouts are allowed in the burnout area only. Burnouts are to be done in a forward motion only. No person is allowed to hold or touch vehicle during burnouts. **DO NOT** begin your burnout until signaled by the Starting Line Coordinator.

WINDSHIELD - WINDOWS: Must be in good condition and free from cracks. Window tint must meet applicable state requirements.

QUESTIONS/INQUIRIES: Any questions, inquiries, or concerns should be directed to the Track Manager. If a dispute arises, discussion will be between racer(s) and the 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 Dragway 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. Note: The WCDRA Board of Directors is not responsible for race day decisions unless requested solely by the Track Manager.

FLUID LEAKAGE/ TRACK CLEAN UP POLICY

In an effort to eliminate downtime associated due to the cleanup of automotive fluids, Western Colorado Dragway has put in place a policy for teams 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, and/or sweeper) to clean-up fluids. Spills or drops of fluid cleaned up by hand 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.

A clean-up resulting from a crash will not result in a penalty unless the accident was a result of depositing fluids on the track. Should an opposing driver cross the centerline resulting in contact with the other vehicle and thereby causing the spill, penalties will only apply to the vehicle crossing the centerline. 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 ¼ 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 Track Manager and Safety teams of Western Colorado Dragway 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 Manager or Event Director of Drag Racing Operations for Western Colorado Dragway at their sole and absolute discretion. Such action may involve monetary fines, points deducted, denial to participate in special events, and/or suspension of competition privileges.

The Manager or Event Director’s decision is final in determining fluid leakage violations. There is no provision for review of the Manager or Event Director, 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 a 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 Manager is not subject to appeal, Western Colorado Dragway 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.

APPLICATION OF POLICY: This policy will be in effect at all events produced and officiated by the Track Manager for Western Colorado Dragway.

THE SMALL PRINT

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 Dragway rules, regulations, and agreements, including, but not limited to, those in the NHRA Rulebook and Western Colorado Dragway 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. Notwithstanding 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, board members, 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.