

2024 Tulsa Raceway Park Bracket Series Classes / Rules & Payouts

SPONSOR NEEDED

They can sponsor any of the classes for \$2500 for all season and get one free Gate entry at each event.

Super Pro (ET Break 0 - 7.99, 1/8 mile)

Bikes will be allowed, but must make ET Break

Entry Fee \$60 - Buyback \$30

Pay-out: 20+ Cars- \$1000 & Trophy winner, \$400 & Trophy runner-up, \$100 semis

Pay-out: 0-19 Cars- 60% Winner, 20% Runner-Up, 5% Semi each

Foot Brake (ET Break 0 - 9.99, 1/8 mile)

Entry Fee \$50 - Buyback \$25

Pay-out: 20+ Cars- \$750 & Trophy winner, \$250 & Trophy runner-up, \$75 semis

Pay-out: 0-19 Cars- 60% Winner, 20% Runner-Up, 5% Semi each

Sportsman (ET Break 10.00 or slower, 1/4 mile)

Entry Fee \$35 - Buyback \$15- Pay-out: \$200 & Trophy winner, \$100 & Trophy runner-up

JR Dragsters

JR. Pro (ET Break 7.90 – 9.90 - 1/8 mile) (Ages 10-18)

Entry Fee \$35 - Includes Re-entry first round)

Winner \$75 & Trophy, \$40 runner-up & Trophy

JR. Sportsman (Et Break 11.90 and Slower - 1/8 mile) (Ages 6-9)

Entry Fee \$35 - Includes Re-entry first round)

Winner \$75 & Trophy, \$40 runner-up & Trophy

JR. Trainee (Et Break 20.00 and Slower – 1/8 mile) (Age 5)

JR Street (Ages 13-16)

Entry Fee \$20 Buyback \$10

Winner receives 50% tech card purchased & Trophy Runner-up receives 25% tech card purchased &

Trophy

POINTS:

Each racer who wishes to compete for points must register for each category in which they want to participate prior to the 1st round of eliminations for the first race. The cost to participate is \$50 for each class listed above. Car numbers will be reserved on a first come first served basis.

Racers are responsible for having their points number on the left side of the car visible at all times during a points race. Racers will be required to have a TRP and Suburban Chevrolet Bracket Series sticker on both sides of their car. These stickers are available in the Souvenir stand when you sign up for points.

Racers receive 25 points for entering an event and making first round of eliminations. There will be no show-up points awarded for those who do not take the tree for first round of eliminations. Racers will receive (10) points per round won. A bonus of (10) points for an event win and (5) points for runner-up.

Re-enter cars will receive full points after re-enter round. No points for re-enter round.

- If there is a tie for the Championship in any class, the following rules will be used in determining the Champion.

1. Most event wins.
2. Most event Runner-ups.
3. Head to head competition.
4. If still a tie, furthest in competition at a single event.
5. If still a tie, there will be a run off at the last point's race of the year.
6. If still a tie, the monies and awards will be split.

Champions and others will be recognized at the annual banquet and be awarded the following prizes (subject to change):

Super Pro

Winner- Gold Card, Trophy, Jacket, \$1,200 from TRP.

Runner Up- \$600 from TRP & Plaque

3rd Place- \$300 from TRP & Plaque

4th Place- \$200 from TRP & Plaque

5th Place- \$100 from TRP & Plaque

Footbrake

Winner- Gold Card, Jacket and \$800 from TRP.

Runner Up- \$400 from TRP & Plaque

3rd Place-\$200 from TRP & Plaque

4th Place- \$100 from TRP & Plaque

5th Place- Plaque

Sportsman

Winner- Gold Card, Trophy and Jacket

Runner Up- Plaque

3rd Place- Plaque

4th- Plaque

5th- Plaque

Junior Dragster PRO

(7.90 - 9.90)

Winner-Gold Card, Trophy, Jacket and \$500

Runner Up- \$250 from TRP & Plaque

3rd- Plaque

4th – Plaque

5th- Plaque

Junior Dragster SPORTSMAN

(11.90 and slower)

Winner- Trophy, Jacket and \$200

Runner Up- \$100 from TRP & Plaque

3rd- Plaque

4th- Plaque

5th- Plaque

Bracket Classes & Rules

Diapers are required on all cars running faster than 10.99 (1/4 mile) or 6.99 (1/8 mile)

Neck Collar/Head and Neck Restraint Device/System: Beginning January 1st, 2024, A head and neck restraint device/system meeting SFI 38.1 is mandatory for any vehicle running 150 mph or faster for 1/4 or 1/8 mile or running 7.49 (*4.49) E.T. or quicker or by Class Requirements. An SFI 38.1 head and neck restraint device can be used with, or without, a neck collar; when a neck collar is not used, an SFI 3.3 head sock or SFI Spec 3.3 skirted helmet is required. When using a head and neck restraint device/system, at all times that the driver is in the race vehicle, from the ready line until the vehicle is on the return road, driver must properly utilize the SFI-approved head and neck restraint device/ system, including connecting the helmet as required for full functionality of the device. The device/system must meet SFI Spec 38.1 and must display a valid SFI label. The head and neck restraint device/system, when connected, must conform to the manufacturer's mounting instructions, and it must be configured, maintained, and used in accordance with the manufacturer's instructions

ET Breaks:

Super Pro: 0 - 7.99 1/8 mile

No down track stutters. All wiring to trans break and delay box must be identifiable to Tech Inspector.

Footbrake 0 - 9.99 1/8 mile

1. Computer: Prohibited unless stock OEM equipment. See general regulations 9:1.
2. Data Recorders: Prohibited. See general regulations 9:2 & 9:10.
3. Delay Boxes: Prohibited
4. Transbrake: Transbrakes permitted for backing up purposes only
5. Line lock: Four-wheel line lock permitted.
6. Automated Shifter: Permitted.
7. Throttle Control: Throttle must be manually operated by the drivers. Electronics, pneumatics, hydraulics or any other device may in no way affect the throttle operation. A dead stop under the

carburetor or gas pedal is permitted. Throttle timers, counters prohibited.

8. Ignition: Stutter boxes prohibited. Starting line and or 'high side' rev limiters permitted. Two steps, rev limiters or any other rpm limiting devices, legal unto themselves but altered or installed so as to function as a down-track rpm controller, prohibited.

9. Switches & Buttons: All switches and/or buttons must be NHRA accepted standard mechanical connection type. Infrared lasers, retinal scan, fingerprint, light source or other non-mechanical type switch prohibited.

10. Tow vehicles: Prohibited.

Sportsman: 10.00 and slower 1/4 mile

Transbrakes permitted for backing up purposes only

Testing: \$150 Tech card

Run when testing is called to the lanes and ONLY when testing is called

Break Out: If any racer runs below their posted dial-in during eliminations, they are disqualified with the following exceptions: (1) when an opponent foul starts or crosses a boundary line. (2) On a single run when both drivers run under their dial-in, the driver who is the least under is the winner. (3) If both cars run under their dial-in by an identical amount, the driver crossing the finish line first is the winner.

Break Rule: There is NO break rule for bracket eliminations. You will receive points and/or money, if any, from the last round you completed. If you do not show up for the round, you are considered forfeited from competition and do not receive money and/or points for that round. No refund or credit will be given once a car has been staged, regardless of TNT, Time Trials or Qualifying at any event.

Burnouts: No one will be disqualified for burning out across the starting line. HOWEVER, in the interest of moving the event along, we ask that you NOT burnout across the line if it is not necessary. No person is permitted to hold or touch race vehicle during burnouts.

Re-Entry: JUNIOR DRAGSTERS ONLY All Re-entry cars will run each other in 2nd round of competition if there are an odd number of re-entry cars the last car will be paired with the first car in winner's lanes.

Bye Runs: Bye runs are only utilized in situations where there are an odd number of cars in the round. There is no entitlement to a bye run and bye runs are not accrued or carried forward. If your car is pulled aside for a potential bye run and it turns out that there is an even number of cars in the round, you are not awarded a bye run and you do not retain entitlement to the bye run.

In situations where a driver is making a bye run, he or she is considered the winner once the car stages and receives the start signal or is declared the winner by the Official Starter. This means the driver can choose to actually make the bye run, in which case the car must stage under its own power, or the driver can simply stage, take the start signal then back out of the lights. Lane

Boundary crossing and red light disqualifications rules do not apply on bye runs. If a competitor crosses the center line on a single run, the elapsed time is voided for lane choice determination.

A competition bye does not make a racer ineligible for an odd lot bye. Those who have already made a bye run are not eligible for another bye run until all remaining competitors have received a bye run as well. Re-entries will be eligible for bye runs after a winning round.

The potential first round (only) bye run of eliminations will be awarded with a random card drawn by the Official Stager. After first round, potential bye runs will be awarded to the best reaction time in the previous round. In cases of identical reaction times, the best total package will receive the potential bye run. In cases of identical packages, the bye run will go to the racer whose "best package run" was made earliest in the day.

Dial-Ins: Your dial-in must be written LEGIBLY on the left side of your race vehicle. Dial-in boards are also allowed. Dial-ins must remain on the outside of the vehicle at all times. "Flashing" of dial-ins to the tower in an attempt to deny that information to your competitor is not allowed and is grounds for disqualification. Dial-ins cannot be changed once the racer passes the fenced entry into the burnout area. This point is noted by a sign. It is the driver's responsibility to check their dial-ins on the scoreboards prior to staging. No re-runs will be allowed because your dial-in was entered into the computer incorrectly and you or your crew failed to see the discrepancy. When you stage, you accept

the dial-in.

Bikes will be required to have some type of dial-in board and permanent numbers legible on the left side of motorcycle.

Dual Infractions: In the case of dual infractions on a competitive run, the one making the worse infraction will be disqualified. If infractions are of an equal rank, the first infraction shall be disqualified.

In cases where both opponents in a race have mechanical difficulties prior to the start, every effort will be made to determine a winner and loser of the contest. When possible this includes the allowance of reasonable time period for the contestants to make adjustments and repairs and complete the race.

This rule also applies to cars making single runs. EXCEPTION: If both cars cross the centerline they are both disqualified. If both cars leave the line before the tree is activated, they are both disqualified.

These exceptions notwithstanding, in the final round the car crossing the boundary line first will be disqualified, per the NHRA Rule Book.

Excessive Braking: Anyone who locks up the brakes and /or smokes the tires through the traps or past the finish line will be disqualified. No protests are allowed. All decisions are final.

Lane/Boundary Crossing: It is considered a disqualification when any portion of a tire completely crosses the painted line surface. Contact with guard railing, barrier, or any other track fixture (rubber cones when used are considered visual aids, not fixtures) is grounds for disqualification. Intentional crossing of boundary line to leave track or avoid depositing debris on strip is not grounds for disqualification.

Crossing the centerline during a burnout is not a disqualification.

Lane Calls: There is no lane choice during eliminations. The Staging Director will assign a lane to each car as they are pulled out of the staging lanes. When a car is pulled out for a potential bye, and one is not utilized due to an even number of cars in the lane, the car pulled out for the bye runs get lane choice.

Parings: When your class is called to the lanes, proceed to the staging lanes immediately. During time trials, odd lanes will be Tower lane and even lanes will be Spectator lane. In eliminations the potential bye will be pulled aside and Cards will be used to pull lanes. The first number drawn will be the Tower

lane and the second number drawn will be the Spectator lane. Once you have been paired, your opponent will receive a competition bye run if your car breaks or you cannot come to the starting line within two minutes. This decision is at the discretion of the Starter and/or the Race Director.

Once the last row of cars has been pulled the class is closed and no late entries will be run. Make sure you listen for your lane calls.

Re-Runs: Re-runs will only occur at the sole discretion of the race director.

Single Runs: Will be avoided at all costs to help maintain a consistent pace for the program.

Staging: You must courtesy stage. Auto-start will be on at all times. Deep Staging is NOT allowed. If either of your stage bulbs is out when the tree activates, you will get a red light. If you have problems behind the starting line, your opponent will be given a single once the starter has determined you cannot make it to the line within 2 minutes. This call is at the Starter's discretion and it is FINAL.

Winner: To be a legitimate winner, a contestant's race car must self-start and stage. Motorcycles and Junior Dragster may use external starters. This rule also applies to single runs. Push-starting or pushstaging any vehicle is prohibited. Staging must be done under the vehicle's own power. Motorcycles are

allowed to restart as necessary; however, this must be done in a time frame that permits the contestant to complete the run with the designated opponent. In these cases, the rider will be allowed 2 minutes to restart and stage. If the opponent has been sent on a single run, the bike losing fire may not restart and the run is forfeited. For Juniors Dragster, see Junior Dragster Rules.

Un-Sportsmanlike Conduct: The Driver is responsible for his/her actions and the actions of his/her crew. Drivers and Crew members at an event shall conduct themselves according to the highest standards of behavior and sportsmanship, particularly in relation to other competitors and track officials, and in a manner that will not harm the reputation of the NHRA, Tulsa Raceway Park or the sport of Drag Racing. Failure to do so may result in penalties ranging from disqualification from the event to being banned from Tulsa Raceway Park at the discretion of Tulsa Raceway Park Officials. All rulings are final.

Vehicles: Drivers cannot change vehicles after eliminations start.

JR. DRAGSTER RULES AND REGULATIONS

The Tulsa Raceway Park & NHRA Summit Racing Jr. Drag Racing League is a multifaceted program designed to afford youth as young as 5 years old the opportunity to drive in the League and those 6 and older the opportunity to race against their peers in near replicas of the models that the Pros drive. NHRA Jr. Drag racing is restricted to competition in half-scale dragsters over a maximum distance of an eighth mile. Competition is designed to be conducted on an e.t. dial-your own format or a preset index on a

heads-up breakout basis. Actual class or age-group breaks may vary.

Junior Dragster Pro: 7.90 – 9.90 only

Breakout rules apply. In qualified events, no competitor can qualify quicker than 7.900. See also Breakout Rules in Race Procedures. If a driver has no previous experience in Jr. Drag racing, he or she must successfully demonstrate driving proficiency prior to competition. Any competitor running quicker than 7.50 e.t. in the eighth-mile or 4.00 e.t. in 330 feet or faster than 89.99 mph at any time during eliminations will be disqualified from the event.

Any competitor running quicker than 7.50 e.t. in the eighth-mile or 4.00 e.t. in 330 feet or faster than 89.99 mph at any time during Time Trials or qualifying will be disqualified from the event and will be subject to additional disciplinary action in the sole and absolute discretion of NHRA.

Junior Dragster Sportsman: 11.90 and slower.

If a driver has no previous experience in Jr. Drag racing, he or she must successfully demonstrate driving proficiency prior to completion.

CLASS DESIGNATIONS

Age requirements: Drivers may enter the NHRA Summit Racing Jr. Drag Racing League on the day of their 5th birthday in the noncompetitive Trainee category. Drivers may compete in the Jr. Drag Racing League from the day of their 6th birthday through the year of their 18th birthday. All Jr. Drag Racing League participants must submit a certified birth certificate on all new participant registration.

Subsequent renewals do not require resubmission of certified birth certificate or notarized copy of birth

certificate. Willfully falsifying NHRA membership and/or participation documents for any reason including avoiding age restrictions will be grounds for denial of license, suspension or revocation of license, or other action deemed appropriate by NHRA in NHRA's sole and absolute discretion, including but not limited to exclusion from the NHRA Jr. Drag Racing League Eastern/Western Conference Finals. Driver must be the minimum age for the Age Group class (i.e., to run in the 10-year-old class, the driver must have already celebrated his or her 10th birthday). Likewise, a driver can compete in a lower Age Group class if his or her birthday falls after Jan. 1 of the current year (i.e., a driver who turned 13 on July 1 can compete as a 12-year-old through the entire calendar year).

Trainee: age 5; elapsed time restricted to 20.00 seconds or slower; no racer can run quicker than 20.000. Limited to noncompetition, single passes. Engine restricted to factory-sealed Briggs & Stratton 206 crate engine (part no. 124332 8201) with red slide valve (part no. 555733), or an electric powered motor meeting the rules found in the Electric-Powered Jr. Dragster section of this rulebook. An NHRA accepted voltage regulator may be required in the future. If the racer runs faster than 20.00 seconds, he or she will be disqualified for the remainder of the event and may face further action deemed appropriate by NHRA in NHRA's sole and absolute discretion.

Youth: ages 6 and 7; dial-in restricted to 13.90 seconds or slower based on either an e.t. dial-your-own or heads-up basis; breakout rules apply. In qualified events, no racer can qualify quicker than 13.900. Any competitor running quicker than 13.70 e.t. in the eighth-mile or 7.00 e.t. in 330 feet at any time during an event generally will receive one warning unless the race director feels further action would be appropriate. If the same competitor runs quicker than 13.70 e.t. in the eighth-mile or 7.00 e.t. in 330 feet again at the same event, he or she will be disqualified for the remainder of the event and may face further action deemed appropriate by NHRA in NHRA's sole and absolute discretion. Any competitor running quicker than 13.50 e.t. in the eighth-mile or 6.80 e.t. in 330 feet at any time during an event will be immediately disqualified for the remainder of the event and may face further action deemed appropriate by NHRA in NHRA's sole and absolute discretion. Penalties will be imposed regardless of

whether the infraction(s) occur during time trials or eliminations. See also Breakout Rules in Race Procedures. Engine restricted to factory-sealed Briggs & Stratton 206 crate engine (part no. 124442 8201) with blue slide valve (part no. 555734), or an electric powered motor meeting the rules found in the Electric-Powered Jr. Dragster section of this rulebook. An NHRA accepted voltage regulator may be required in the future.

Novice: ages 8 and 9; dial-in restricted to 11.90 seconds or slower based on either an e.t. dial-your-own or heads-up basis; breakout rules apply. In qualified events, no racer can qualify quicker than 11.900. Any competitor running quicker than 11.70 e.t. in the eighth-mile or 6.10 e.t. in 330 feet at any time during an event will receive one warning unless the race director feels further action would be appropriate. If the same competitor runs quicker than 11.70 e.t. in the eighth-mile or 6.10 e.t. in 330 feet again at the same event, he or she will be disqualified for the remainder of the event and may face further action deemed appropriate by NHRA in NHRA's sole and absolute discretion. Any competitor running quicker than 11.50 e.t. in the eighth-mile or 5.90 e.t. in 330 feet at any time during an event will be immediately disqualified for the remainder of the event and may face further action deemed appropriate by NHRA in NHRA's sole and absolute discretion. Penalties will be imposed regardless of whether the infraction(s) occur during time trials or eliminations. See also Breakout Rules in Race Procedures.

Intermediate: ages 10 to 12; dial-in restricted to 8.90 seconds or slower based on either an e.t. dialyour-own or heads-up basis; breakout rules apply. In qualified events, no competitor can qualify quicker than 8.900. Any competitor running quicker than 8.70 e.t. in the eighth-mile or 4.70 e.t. in 330 feet at any time during an event will receive one warning unless the race director feels further action would be appropriate. If the same competitor runs quicker than 8.70 e.t. in the eighth-mile or 4.70 e.t. in 330 feet again at the same event, he or she will be disqualified for the remainder of the event and may face further action deemed appropriate by NHRA in NHRA's sole and absolute discretion. Any competitor running quicker than 8.50 e.t. in the eighth-mile or 4.50 e.t. in 330 feet at any time during an event will be immediately disqualified for the remainder of the event and may face further action deemed

appropriate by NHRA in NHRA's sole and absolute discretion. Penalties will be imposed regardless of whether the infraction(s) occur during time trials or eliminations. See also Breakout Rules in Race Procedures.

Advanced: ages 13 to 18; dial-in restricted to 7.90 seconds or slower based on either an e.t. Dial-yourown or heads-up basis; breakout rules apply. In qualified events, no competitor can qualify quicker than

7.900. See also Breakout Rules in Race Procedures. Any competitor running quicker than 7.50 e.t. in the eighth-mile or 4.10 e.t. in 330 feet or faster than 85.00 mph at any time during eliminations will be disqualified from the event. Any competitor running quicker than 7.50 e.t. in the eighth-mile or 4.00 e.t. in 330 feet or faster than 89.99 mph at any time during time trials or qualifying will be disqualified from the event and will be subject to additional disciplinary action in the sole and absolute discretion of NHRA.

RACE PROCEDURES

Each Jr. Dragster must complete and satisfactorily pass inspection by the Osage Casino Tulsa Raceway Park Tech Department before being allowed to make a trial run or participate in any event conducted at Osage Casino Tulsa Raceway Park (this includes private test sessions). Throughout this Rulebook, a number of references are made for particular products to meet certain specifications (i.e., SFI Specs, Snell, DOT, etc.). It is important to realize that these products are manufactured to meet certain specifications, and upon completion, the manufacturer labels the product as meeting that spec. Therefore, except as outlined under SFI requirements, any change to the product voids that certification. Under no circumstances may any certified product be modified, altered, or in any way vary from the "as manufactured" condition. Such a practice is in violation of the SFI, Snell, DOT, etc. program, voids such certification and therefore will not be accepted by Osage Casino Tulsa Raceway Park or NHRA. NOTICE: It is the responsibility of the participant, not Osage Casino Tulsa Raceway Park or NHRA, to ensure that all safety equipment is approved and is correctly installed, worn, maintained, and used.

Event Participation

In the Osage Casino Tulsa Raceway Park points program & NHRA Summit Racing Jr. Drag Racing League, one car may be shared by more than one driver. In such cases, it is the total responsibility of the participant to appear for races in a timely manner when called by race officials. A contestant cannot drive more than one Jr. Dragster in the same category at the same event. Each driver/car combination is considered a separate entry and any applicable fees must be paid for each entry. The event director has the option of permitting driver or vehicle changes. Such changes must be made prior to eliminations.

1. All previous event times are void for vehicles and drivers involved.
2. Vehicle must pass a technical and safety inspection.
3. Changes must be made and driver takes time trials during the normal schedule, as posted, for the event. No changes are permitted once prevent time trial or qualifying is completed.
4. Driver must stay within original category entered and have the proper credentials to drive the replacement vehicle.
5. Only one change permitted during the course of an event.
6. Parents will not be allowed to touch the car after back tires have passed the cone

Vehicle changes for a postponed event are permitted with advance notification and approval of the event director. No such changes are allowed for races halted in progress and then completed on a subsequent date.

Dial-Ins: During handicap E.T. bracket-style racing, each competitor must post his or her desired dial-in on his or her car in a manner clearly visible to the tower and available to his or her opponent. Reader boards must be attached to the car. Dial-in cannot be changed after the track-designated "ready line."

Lane Choice: If necessary, lane choice will be determined by a coin flip or random draw.

Burnouts: All pre-race burnouts are restricted to designated areas, using water only. If a contestant's car should break on a burnout and cannot be pushed back, it is not permitted to turn on the track and drive back to the starting line. Crossing the centerline during a burnout is not a disqualification. Fire burnouts are strictly prohibited. No person is permitted to hold or touch cars during burnouts.

Staging: Once a car reaches the front of the staging lanes for a run, it must be prepared to fire and race. To be a legitimate race winner, a contestant's car must start and self-stage. This rule also applies to single runs. Push-staging any vehicle is prohibited. Staging must be done under the vehicle's own engine power. If a vehicle loses fire and the opponent has been sent on a single run, the vehicle losing fire may not restart and the run is forfeited. The application or use of any device, mechanical or electronic that permits the driver to ascertain the position of his or her vehicle in relation to the starting line is prohibited. Only visual observation of track equipment may be used to ascertain the vehicle's position. If both drivers of a race leave the line before the start system is activated, both are disqualified. A driver on a single run would advance. 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 at the sole and absolute discretion of the official starter. Failure to stage upon the starter's instructions is possible grounds for disqualification. After proper staging and receiving the starter's signal to go, re-staging for a second time is prohibited. Any driver leaving the starting line before the start system is activated, including a driver on a single run, will have his or her time disqualified for the run.

Breakout Rules: Breakout rules are enforced as follows: Contestants who race below their dial-in or posted index (subject to performance barrier rules listed under Class Designations) during eliminations are 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 their dial-in or indexes, the driver who is the least under is the winner.
4. If two contestants run under by the same margin (with elapsed times extended to a thousandth of a second), the driver crossing the finish line first is the winner.

Drivers, who run under the applicable 12.50, 8.50, or 7.50 elapsed time barriers, as outlined in CLASS DESIGNATIONS, are disqualified from the event and are subject to additional penalties in the sole and

absolute discretion of Osage Casino Tulsa Raceway Park & NHRA.

Single Runs: In situations where a driver is making a single run, he or she is considered the winner once he or she stages and receives the start signal. Drivers who run under elapsed time barriers outlined above are disqualified even if on a single run.

Disqualifications: Discovery of any device, action, or operation not included in this Rulebook or in conflict with rules contained within this Rulebook is grounds for immediate disqualification. One of the rarities at a Jr. Drag racing event is the situation in which two cars are disqualified during the same elimination race. In most cases, both offending contestants are disqualified. Those situations include both drivers crossing the boundary lines or both drivers leaving the line before the start system is activated. Should a driver receive a red-light foul start and the opposing driver cross the lane boundary line, the latter infraction would prevail, and the driver committing the foul start would be reinstated. In determining lane-boundary crossing violations, it is considered a disqualification when any portion of a tire completely crosses the painted line surface. In cases where both opponents cross the centerline or outside line, both drivers will be disqualified. In situations where multiple boundary lines are utilized, the line directly adjacent to the competitor's racing lane will be used for reference. Anytime it has been judged that excessive braking has resulted in the loss of control as to cause contact with the guard wall, light fixtures, or crossing the center boundary lines — INCLUDING PAST THE FINISH LINE — the contestant will be disqualified. Contact with guard wall, barriers, or any other track fixture (rubber cones, when used, are considered visual aids, not fixtures) is grounds for disqualification and/or other actions. Intentional crossing of boundary lines to leave track or avoid depositing debris on track is not grounds for disqualification. Any driver and/or crewmember found to be under the influence of alcoholic beverages or drugs, regardless of amount, will be ejected from the event. Such a condition is cause for suspension, fine, and/or revocation of competition privileges. Notwithstanding any other provision of this Rulebook, participation in any program conducted by Osage Casino Tulsa Raceway Park or in conjunction with NHRA is conditioned upon being in good standing with NHRA, as determined in

NHRA's sole and absolute discretion. Any person found guilty of drug-related offenses or other serious offenses is subject to such disciplinary action as Osage Casino Tulsa Raceway Park & NHRA shall determine appropriate in its sole and absolute discretion, including but not limited to immediate expulsion from Osage Casino Tulsa Raceway Park, NHRA and/or the NHRA Summit Racing Jr. Drag Racing League and a termination of good standing. Such person may be immediately excluded from all Osage Casino Tulsa Raceway Park, NHRA and/or NHRA Summit Racing Jr. Drag Racing League programs and may not be eligible for titles, prize money, or other awards that have not already been bestowed, as shall be determined by Osage Casino Tulsa Raceway Park & NHRA. Further, any annual awards that might be granted may be made contingent upon maintaining good standing with Osage Casino Tulsa Raceway Park & NHRA through the year following the annual award, if so determined by NHRA. Further still, any person who shall be facing prosecution for a drug-related offense or other serious offense may be granted such awards on a contingent basis and may not be eligible for annual awards of prize money unless and until he or she shall not have been found not guilty of such offenses during the year following the award of such prizes if so determined by Osage Casino Tulsa Raceway Park & NHRA.

Weighing of Vehicle/Fuel Check: Under no circumstances may a competitor reject scaling his/her vehicle or fuel check. Any competitor who fails to report to post-run inspection (scales or fuel check) will be disqualified from the event and will be subject to additional disciplinary action in the sole and absolute discretion of Osage Casino Tulsa Raceway Park.

Use Of Safety Equipment: Seat belts must be worn and adjusted in such a manner that the driver's torso and head cannot extend outside the parameters of the roll cage. Drivers are also required to properly use safety equipment until the vehicle exits the racing surface and the vehicle is no longer moving. Seat belts, arm restraints, helmets, gloves, neck collars, and face shields must be worn until the vehicle has been shut off. Violators will be subject to disciplinary action in the sole and absolute discretion of Osage Casino Tulsa Raceway Park & NHRA.

JR. STREET PROGRAM

Pop culture observers who think young people's interest in cars is waning seem to have difficulty explaining a growing interest in motorsports among America's youth. In fact, to help meet the demand for teenagers wanting to drive fast, 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. NHRA Jr. Street is for drivers of full-bodied cars, trucks, vans, or SUVs. Prohibited vehicles include open-top SUVs or open-top SUV-type vehicles. Convertible tops are allowed but must be closed at all times. Motorcycles and race cars are prohibited. All vehicles must be street-legal and driven in and carry proof of vehicle registration and valid insurance. Vehicles also must display valid license plates and be able to pass all state highway safety requirements for the state in which the vehicle is registered. Participants may not compete in any other class except Jr. Dragster. As part of the membership purchase necessary for this program, participants also receive the digital edition of award-winning National Dragster magazine, access to NationalDragster.net, and excess medical insurance (coverage may be different outside the United States). All of NHRA's member tracks are eligible to conduct NHRA Jr. Street activities. Those interested in competing should contact a member track by using the Member Track Locator at NHRA.com. Program rules begin below. NHRA Jr. Street is the latest program in NHRA's youth racing segment that also includes the NHRA Summit Racing Jr. Drag Racing League, NHRA Drags: Street Legal Style presented by AAA, and the NHRA Summit Racing Series.

REQUIREMENTS & SPECIFICATIONS

Operation: Participant may only drive the vehicle from the staging lanes to the starting line, on the track, and on the return road as far as the time-slip booth. The licensed supervising adult must drive the vehicle at all other times.

Driver: Age Requirements

Licensed participants must be at least 13 years old and may participate through the year of their 16th birthday.

Licensed Supervising Adult: All runs must be made with an approved licensed supervising adult, who must be the participant's parent or legal guardian or 25 years of age or older with a valid state driver's license. The licensed supervising adult must be seated in the passenger seat of the vehicle anytime the participant is in the driver's seat. The teen may only drive the vehicle from the staging lanes to the starting line, on the track, and on the return road as far as the time-slip booth. The licensed supervising adult must drive the vehicle in the pits, into the staging lanes, and must take over after the run on the return road past the time-slip booth.

Credentials: A valid NHRA Jr. Street program participant license and NHRA membership are mandatory. License application must be fully completed and submitted to NHRA in Glendora, Calif., for processing. License application available at NHRARacer.com. All new license applications must include a certified copy of the participant's birth certificate and a completed and notarized minor waiver and release. Six (6) approved passes are required by the participant: a minimum of five (5) with a licensed supervising adult and one (1) with an NHRA track official, who will determine the safety and eligibility of the vehicle per elapsed time limits. After six (6) successful runs by the participant, the official and licensed supervising adult will sign the license application. An NHRA track official may deny a license to anyone he or she believes cannot handle the vehicle. If an NHRA track official denies an applicant, he or she must repeat the entire licensing procedure. As part of the licensing process, an NHRA track official also will conduct a vehicle orientation test (to demonstrate mastery of vehicle's controls), a basic driving test (to demonstrate mastery of vehicle operation), and track orientation (to identify track fixtures, starting line, timing system, return road, time-slip booth, etc.). A vehicle orientation test is required for each vehicle entered in competition. An NHRA track official or licensed supervising adult must be in the vehicle at all times during the licensing procedure. To add a vehicle, the participant must complete a vehicle orientation test, basic driving test, and safety and eligibility vehicle test and make two (2)

approved runs with a licensed supervising adult and one (1) approved run with an NHRA track official.

Participant must hold an active membership in the NHRA Jr. Street program.

Driver Restraint System: Use of seat belts is mandatory for both the participant and licensed supervising adult.

Helmet: Helmets are mandatory for the participant and the licensed supervising adult. Helmet can be either an open-face or a full-face helmet meeting Snell K2015, SA2010, SAH2010, K2010, M2010, SA2015, M2015, or SFI 31.1/2010, 31.1/2015, 41.1/2010, or 41.1/2015 Specs.

Protective Clothing: No shorts, bare legs, tank tops, or bare torsos permitted while racing (applies to both participant and licensed supervising adult).