



RACE PROCEDURES



Race Procedures All PDRA Categories

PROPER 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. The loosening and removal of seat belts, helmets, gloves, window nets, lifting of helmet shield and removal of any safety equipment is prohibited from the time the vehicle leaves the ready line until the vehicle is on the return road. Fire bottle safety pins/clips must be removed from fire suppression controls from the time the vehicle leaves the ready line until the vehicle is on the return road. Fresh air systems must be on and providing airflow to the driver's helmet from the time the vehicle leaves the ready line until the vehicle is on the return road. Violators will be subject to disciplinary action in the sole and absolute discretion of PDRA.

TECHNICAL INSPECTION

Prior to competition, all cars and drivers must pass an initial technical inspection and safety inspection. After a competitor's car has been inspected and classified, no changes of class are permitted, unless authorized by a PDRA official. During the event and at any time, the technical and safety inspectors may re-inspect the car or driver to ensure compliance with the class and/or safety rules. If during this inspection it is determined that any non-compliance of the rules or regulations exist, the participant may be disqualified. PDRA reserves the right at any time during the event to inspect any vehicle for compliance. From time to time, deviations or exceptions to the rules may be permitted, if in the opinion of

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PDRA officials, said deviations or exceptions do not constitute a competitive advantage.

COMPETITION

In the interest of keeping competition close, fair and safe. PDRA reserves the right to make adjustments to the rules of any class at any time. Hopefully this will not be necessary, but with the wide variety of engine and body combinations presented, it is critical to have a process available to be able to keep competition safe, fair and close, and for all racers to be aware that this process is one that will be fair to all.

OFFICIAL NOTIFICATION

All changes, additions, deletions, clarifications or other items of information pertaining to the rules will be published on PDRA660.com.

PDRA COMPETITION NUMBERS

All contestants are required to display a permanent driver number at all PDRA Series national events. All contestants are also required to have their class designation and car number clearly visible, in a legible manner, displayed on windshield, side windows and rear window on all bodied cars, hood scoop or noticeable area on open bodied, altered and dragster. In recognition of their previous-year performance, all PDRA Series world champions and top 10 points earners will receive special numbers for the current season.

PDRA REQUIRED DECALS

Special PDRA event decals and sponsor decals are required for all participating vehicles. Any non-approved decals or signage may be prohibited. No vehicle will be permitted in the staging lanes if there is non-compliance of these requirements. In the event that a vehicle is not in compliance with these requirements makes a qualifying run, that run may be invalidated if the issue is not resolved. PDRA, at its discretion, reserves the right to reject any decals, signs, names, advertising, promotion or graphics that it feels is inappropriate or unacceptable at any PDRA event.

PDRA CONTINGENCY, CONTINGENCY DECALS

Contingency decals must be the official size, design and color supplied by the contingency sponsor for that purpose and must be applied so that they are visible from the sides of the vehicle. Magnetic decals of any kind applied to the vehicle body are not permitted. It will be the participant's responsibility to acquire the decals from the PDRA Registration Trailer. At the conclusion of the event, the winning vehicles and runner-up vehicles will be inspected for contingency verification. This will include having the correct decals in the approved locations and having the appropriate part on the vehicle and in use. Any attempt by the participant to use fraud or deceit in any way, or to list parts not actually on the vehicle, will result in penalties, which may include the forfeiture of all contingencies, points, and payouts.

COMPULINK TIMING SYSTEM

The PDRA series relies upon Compulink Timing Systems at all of our national events to ensure accurate and precise results from each race down the drag strip from starting line to finish line. Each category has AutoStart ON with a 7-second time-out (10 seconds for Jr. Dragsters and Bracket Bash). Professional categories will be paired for qualifying using the Compulink Pro Run Sequence with the first round based off of

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championship points standings, the second (or third) round based off of previous round performance while the final round of scheduled qualifying will be based off of current qualifying standings heading into the final round of qualifying. Professional categories run on a professional pairing ladder while Sportsman categories run on a sportsman pairing ladder for eliminations.

BURNOUTS

All pre-race burnouts are restricted to designated areas, using water only. Once competitor enters the water box during qualifying or eliminations, you have committed to the run. If your vehicle experiences trouble and loses fire, you will be given 1 minute to restart. If unable to restart in the allotted time, the qualifying attempt or round of eliminations will be forfeited. If a contestant's vehicle should break on a burnout and cannot back up or be pushed back, it is not permitted to turn on the track and drive back to the starting line. Only exception to this rule is if vehicle is still under power, it can be pushed back to the starting line to prepare and stage to race, once. Crossing the centerline during a burnout is not a disqualification. Fire burnouts are strictly prohibited. At PDRA events, all drivers are allowed one burnout across the starting line under power. Length and time duration must be reasonable and in concert with the opponent's procedures. Maximum of 2 dry burnouts for Pro and Top Jr. Dragsters only, maximum of 1 push-back, unless having mechanical issues, and must be in concert with the opponent's procedures.

STAGING

Once a vehicle reaches the front of the staging lanes for a run, it must be prepared to fire and race. Once directed by a PDRA official to start the vehicle at the ready line, entrant must start and proceed to the water box. If one or both vehicles experience issues starting, the entrant will be given 2-minutes to start the vehicle and proceed, if unable to start in the allotted time, the run will be forfeited (qualifying and eliminations). To be a legitimate race winner, a contestant's vehicle must self-start and self-stage. This rule also applies to single runs. Push-starting or push-staging any vehicle is prohibited. Staging must be done under the vehicle's own engine power. (Exception for Pro Jr and Top Jr.; Cars can be "helped" proceed to stage by PDRA official or parent if car is believed to be stuck on starting line while under power.) Plug in electric starters permitted for motorcycles and supercharged vehicles unless otherwise noted. After proper staging and receiving the starter's signal to proceed, re-staging for a second time is strictly prohibited. Pro Nitrous 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. If the opponent has been sent on a single run, the bike losing fire may not restart and the run is forfeited.

In any category where dial-ins are displayed, the dial-in cannot be changed on the car after the car has left the staging lanes and proceeded to the ready line. Only exception to this rule is if there is an on-track incident with an extensive amount of down time. At that time, a PDRA official will inform all drivers past the staging lane line that a dial-in change is permitted but only if the downtime reaches the allotted time frame.

In any category where dial-ins are displayed on a scoreboard or dial-in board, during eliminations, the racer accepts the dial-in displayed once

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he/she has pre-staged; no reruns will be granted due to incorrect dial-ins after pre-staging.

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.

The practice referred to as "deep staging" is prohibited in Pro Jr. Dragster but permitted in all other categories. In heads up categories, if both drivers of a race leave the starting line before the start system is activated, the driver leaving first is disqualified – if start system is activated, the driver leaving first is disqualified – if unable to determine who left first, both drivers are disqualified. Any elapsed times posted would be void for lane choice or other considerations. THE FINAL STAGING MOTION, USING APPLIED POWER, MUST BE IN A FORWARD MOTION, GOING FROM PRE-STAGE TO STAGE POSITION (this procedure does not apply to Pro Nitrous Motorcycles). 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 pre-stage or stage upon the starter's instructions is possible grounds for disqualification. After proper staging and receiving the starter's signal to go, restaging 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/her time disqualified for the run.

QUALIFYING

To constitute an official qualifying attempt, all vehicles must self-start and self-stage. At PDRA events, a contestant cannot drive more than one vehicle in the same category at the same event, nor can one vehicle be used for multiple entries. Vehicles must remain in the same category entered, with one registered driver for the duration of the event.

All qualifiers must have a qualifying attempt to be placed into eliminator competition. If conditions should curtail scheduled qualifying attempts and the field is under the specified field size, the competition director has the option of placing non-qualified entrants into the field.

On a qualifying run, if a contestant properly starts, stages and receives the starter's signal but breaks to the point the run is not completed, a time of 28-seconds is issued, and it is considered a valid qualifying run. Should more than one contestant break prior to completing a run and an insufficient number of open spots are available on the ladder, the order of insertion onto the ladder would begin with the contestant who made the qualifying attempt first.

In the event of identical qualifying elapsed times in the PDRA racing series, the driver with the faster top speed, recorded on the qualifying runs in question, will be awarded the better qualifying position. In the event of identical reaction times in Top Jr. Dragster, the driver who recorded the reaction time first will be awarded the better qualifying position.

If weather conditions or other event delays should disrupt the posted lane rotation for qualifying runs, the competition director has the option of reassigning lanes as necessary for remaining runs. Every effort will be made to see that qualifying contestants have the opportunity to run each lane.

DRIVER AND/OR VEHICLE CHANGES

Under certain circumstances, in the sole and absolute discretion of the competition director, the competition director has the option of permitting a driver or vehicle change. The spirit of the driver change policy is to accommodate those rare cases where a driver experiences an unforeseen circumstance preventing him/her from continuing competition in an event (i.e., medical emergency, personal tragedy, etc.). Only one action per event is permitted – a driver change plus a vehicle change is NOT permitted.

Changes may considered only under the following conditions:

REPLACEMENT DRIVER

1. The original entered driver must have been in attendance and successfully passed technical inspection at the event.
2. Replacement driver must have proper credentials and sufficient grading.
3. The original driver is withdrawn from competition and cannot be reinstated.
 - a. Change must be made before registration closes; original driver is withdrawn from competition and will not receive any event points or monetary supplements.
4. All previous event times are voided for the vehicle and driver involved.
5. Changes must be made and driver must re-qualify during the normal schedule, as posted, for the event. No changes permitted after qualifying has been completed.
6. Teams are limited to one replacement driver action per event.
7. Replacement driver must drive the vehicle originally entered as described in entry form.

REPLACEMENT VEHICLES

1. The original vehicle is withdrawn from competition and cannot be reinstated.
2. Replacement vehicle cannot have been utilized by any other contestant at the same event.
3. Replacement vehicle must be fully certified and must pass technical inspection prior to continuation of competition.
4. Driver must stay within original eliminator category and class entered.
5. All previous event times are voided for the vehicles and drivers involved. Changes must be made and driver must re-qualify during the normal schedule, as posted for the event. No changes are permitted after qualifying has been completed.
6. Checkout runs for replacement vehicles are not available.
7. Teams are limited to one replacement vehicle action per event.

CLASS CHANGES

After a contestant's vehicle has been inspected and classified, no changes of class are permitted. Mechanical changes permitted providing vehicle legitimately remains in the class in which it was originally registered.

LADDERS

Category pairings are based upon established PDRA "ladder" charts. Qualifying elapsed times determine ladder positions. Once established, pairings are not changed unless PDRA determines there is adequate

justification for a change. In situations where fields are not filled, such as 14 cars entered for a 16-car field, a 14-car ladder will be used, not a 16-car ladder. Qualified Sportsman fields use a modified ladder in which the top half of the field is matched to the lower half (1 vs. 9, 2 vs. 10, etc., in a 16-car field).

BREAKOUT RULES

In Top Sportsman, Top Dragster, Pro Jr. Dragster, Top Jr. Dragster and Bracket Bash categories, the breakout rules are enforced at series events as follows: Contestants who race below the posted index or category standard 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 index/dial-in, 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.

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 or is declared the winner by the official starter. If a competitor crosses the boundary line on a single run, the elapsed time is voided for lane-choice determination.

LANE CHOICE

In all professional categories, Top Sportsman and Top Dragster, lane choice is determined by elapsed times. The driver with the better qualifying elapsed time gets first-round lane choice, and in subsequent rounds, lane choice goes to the racer with the lowest elapsed time in the previous round. In Pro Jr. Dragster, lane choice is determined by closest to the index. The driver with the better qualifying elapsed time gets first-round lane choice, and in subsequent rounds, lane choice goes to the racer closest to the index, without breakout, in the previous round. In Top Jr. Dragster, lane choice is determined by reaction time in qualifying. The driver with the better qualifying reaction time gets first-round lane choice, and in subsequent rounds, lane choice goes to the racer who ran closest to their dial-in without exceeding the number in the above described manor. If a tiebreaker is needed, TJD competitors will refer to best reaction time. In Bracket Bash, lane choice is determined by the vehicle that entered the staging lanes first. When Bracket Bash is down to the round of eight entries, they will be placed on a professional pairing ladder, qualified off of reaction time. This will change each round until the finals, where lane choice will be determined by best reaction time of the two finalists.

ALTERNATES

Once qualifying has concluded and a ladder has been established, pairings will not be changed. However, should a qualified vehicle and racer be unable to make the first round of eliminations, an alternate will be inserted in his or her place. Under normal conditions, all first-round points and cash awards will remain the qualified racer. Alternates will not be eligible for any round points, regardless of how far they advance past round one, and the cash award paid will be less the amount paid to the original qualifier.

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If an event is postponed due to weather or other conditions prior to the start of eliminations for that category, it is necessary that the qualified vehicle and racer be in attendance and participate at the rescheduled date to be eligible for all points and awards based on eliminator competition. Awards based solely on qualifying remain with the original qualifier. It is important to note that points and awards are based on a round-loss basis, not simply on qualifying. If an alternate racer is inserted into a rescheduled event for a non-returning qualifier, the alternate will receive full round points and cash awards.

DISQUALIFICATIONS

Notwithstanding any other provision of this Rulebook, participation in any program conducted by or in conjunction with PDRA is conditioned upon being in good standing with PDRA, as determined in PDRA's sole and absolute discretion. Any person found guilty of drug-related offenses or other serious offenses is subject to such disciplinary action as PDRA shall determine appropriate in its sole and absolute discretion, including, but not limited to, immediate expulsion from PDRA and a termination of good standing. Such person may be immediately excluded from all PDRA programs and may not be eligible for titles, prize money, or other awards that have not already been bestowed, as shall be determined by PDRA. Further, any annual awards that might be granted may be made contingent upon maintaining good standing with PDRA through the year following the annual award, if so, determined by PDRA. 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 have been found not guilty of such offenses during the year following the award of such prizes if so determined by PDRA.

One of the rarities at an PDRA 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 (handicap categories only). The object of the final round is to determine a winner and a runner-up, with the Event Director having full responsibility in cases involving dual disqualifications. As an example, in the final round, the contestant crossing the boundary line first will be disqualified.

Should a driver receive a red-light foul start, the race is complete, regardless of what happens in the other lane. In cases where both opponents cross the centerline or outside line, driver crossing the boundary line first 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 loss of control that results in contact with the guardwall and/or light fixtures or crossing the center boundary lines, INCLUDING PAST THE FINISH LINE, the contestant will be disqualified. Contact with guardwall, 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 pit crewmember found to be under the influence of alcoholic beverages or drugs, during event hours, regardless of amount, will be ejected from the event. Such a condition is cause for suspension, fine, and/or revocation of competition privileges.

OIL DOWN PENALTIES

Oil downs and, more important, downtime associated with cleanups affect everyone at an PDRA Series event, including spectators, competitors, sponsors, and live streaming viewers. With curfews and schedules, oil downs in all PDRA categories have caused in some cases cancellation of qualifying sessions, early start times to make-up for lost time, and very late conclusions to the respective sessions.

In an effort to eliminate downtime due to oil cleanup, penalties may be in effect at the PDRA events. Penalties may be imposed on teams depositing oil on the racetrack surface during any qualifying and/or elimination round.

Any contestant demonstrating a flagrant disregard or repeated violation will be subject to disciplinary action as deemed appropriate by PDRA in its sole and absolute discretion. Such action may involve monetary fines, denial to participate at future events, and/or suspension of competition privileges.

The Event Director's decision is final in determining oil down violations. There is no provision for review of decisions of the Event Director, his designee, or other PDRA event officials at racing events. The reason for this is to ensure that there can be finality with regard to the events that are run. To provide for an appeal of all actions or inactions of the Event Director would result in a delay in the determination of literally every PDRA series event. Such interminable delays are unacceptable to the sport, the participants, and the spectators.

PAYOUT POLICY

Payouts will be determined by PDRA and will be made upon completion of each event. Any payout, contingency, gift certificate or other awards presented by any sponsor is not the responsibility of PDRA. PDRA will not, under any circumstances, be responsible for any sponsor non-payment or bad checks. Should this occur, any action legal or otherwise shall be between the participant and the sponsor. Due to sponsor contingencies and contracts, it may be necessary to mandate sponsor decal location placement on vehicles prior to participation. It is the driver's responsibility to procure and place all contingency decals on his/her vehicle. Decals must be in place for the entire event. This includes time runs, qualifying and eliminations.

Any paperwork or information required by PDRA or any sponsor must be properly submitted prior to the issuance of any payouts or awards. All payouts will be made directly to drivers unless alternate arrangements with PDRA officials are made prior to eliminations. Any participant experiencing irreparable damage and is unable to make the next round call will be paid (if applicable) only through the last round of competition won.

RAIN OUT POLICY

If eliminations have started on Saturday and event rains out, it will continue the next day on Sunday. If all rounds are completed up to the

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semi-finals, race will be completed at the next PDRA event during qualifying. The PDRA will do everything possible to complete the event in a timely manner. In the event of adverse conditions beyond our control, the PDRA reserves the right to finish the event whatever it takes including early start times, running late into the evening, canceling a qualifying session(s) or finished the event on the following day(s) or at the next event.

PRE-RACE/POST-RACE TESTING

There will be no PDRA race teams or drivers allowed to test at the host track during race week of any given PDRA event. Track rental is now allowed for private testing Monday through Wednesday going into any PDRA race weekend. Post-race testing is permitted, once the event is completed. PDRA officials will not be on property, testing will be conducted by host facility.

NATIONAL RECORD PROCEDURES

The standard of excellence of performance in drag racing is the PDRA national record. These records are established under controlled conditions at authorized record events throughout the season. PDRA's official national record program is conducted at each of the PDRA Racing Series national events. PDRA national records are reset Jan 1st of each calendar year due to potential off-season rule adjustments.

PDRA teams participating in the series who post performances for elapsed time and speed that are quicker or faster than the existing national records at any time during a national event will be eligible for the national record. The driver holding the record at the conclusion of the race will be credited with the record. Elapsed-time records will be recorded and listed to the thousandth of a second. Speed records will be recorded and listed to the hundredth of a mile per hour. If two contestants tie for the elapsed-time record to the thousandth of a second at the same event, the tiebreaker will be the fastest mile-per-hour reading for the run that established the record. In the event a tie still exists, the contestant accomplishing the record run earlier in the event will be awarded the record. If the record is tied at a later race, the record will stay with the driver who set it first. Similarly, if two contestants tie for the speed mark, the tiebreaker will be the quickest elapsed time on the run that established the new national record. A backup performance of within 1 percent of the new mark is required at the same event. In the event that two runs exceed the existing record but are not within 1 percent of each other, the quicker time or faster speed will be acceptable as the backup for the slower time, which will stand as the new record. A contestant cannot set records with one vehicle, then compete in eliminations with another vehicle. Only the driver holding the record at the conclusion of the event will be credited with the record. A driver setting then losing a record at the same event will not receive credit for establishing a record. A fifty (50) point bonus is awarded for the elapsed time record at a PDRA series event. No point bonus is awarded for the speed records. Drivers must claim a national record after the run before leaving the scale area. Failure to claim a national record, after the run, before leaving the scale area, constitutes forfeiture of that run's claim ability.

WEIGHING OF VEHICLE

Under no circumstances may a competitor reject scaling his or her vehicle. Any competitor who runs quicker than any of his/her previous runs during

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an event and fails to report to post-run-inspection (scales) may have that run disqualified from record keeping. During eliminations, if a winner bypasses the scaling process, this is an automatic disqualification and the other competitor will be reinstated. Any competitor that fails the scaling process will be disqualified from competition during eliminations and the other competitor will be reinstated.

GENERAL GUIDELINES

PDRA, at its discretion, reserves the right to change, modify, add, or eliminate specific class rules, specific race classes, regulations, procedures, restrictions, payouts, awards or entry fees at any time and without advance notice and at the discretion of the Competition Director.

PDRA, at its discretion, reserves the right to prohibit or deny participation at any PDRA event to anyone, in any capacity, at any time and for any reason. Remember, you are responsible for following the Rules and Regulations set forth by PDRA as they pertain to you, your crew, as well as your vehicles.

SFI SPECIFICATIONS

SFI Specification numbers, whether so stated or not, are the minimum mandatory specifications for the item discussed. All competitors are required to pay meticulous attention to the SFI Specs including (re)certification periods, as rigorous adherence will be compulsory. Visit the SFI website <http://www.sfifoundation.com> for a complete list of specifications and (re)certification periods.

RESTRICTED AREA ACCESS

Each driver, as well as participant crew members, must be properly (as determined by PDRA officials) attired when present in the staging lanes, starting line area and/or competition areas of the race track. Drivers, crew members and sponsors may receive non-transferable, restricted-area armbands. A MAXIMUM of five (5) crew members will be allowed starting line access. All starting line crew members are REQUIRED to wear matching collared shirts. Any additional crew members and/or sponsors with restricted area armbands will have access to a dedicated viewing area adjacent to the track. Only crew members of the vehicles that are signaled to fire by the race master will be permitted to cross the ready line and proceed to the starting line area. After their car has made its run the crew must exit the starting line area immediately. Nobody is allowed access to the starters box at any time or for any reason. Anytime the red lights on the tree are flashing EVERYONE must exit the starting line area and return to the designated viewing area or behind the ready line.

LEAVING THE EVENT

Race rigs and/or motor homes are prohibited from leaving their pit spot until 1 hour after the completion of qualifying unless otherwise approved by the Competition Director. Race rigs and/or motor homes may leave the event any time after being eliminated.

USE OF LIKENESS

In consideration of being allowed to enter and by being issued credentials to an PDRA event, the vehicle owner, vehicle driver, all crew members and other holders of event credentials agree as follows: All rights to the use of their likeness and their vehicles entered in the event as well as their activities at the site of the event, before, during and after the event and

reasonably related to the event in regards to advertising, promotion, filming, recording, exhibition and other exploitations of the event.