



OFFICIAL 2021 RACER HANDBOOK

503-982-4461

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**Woodburn Dragstrip is the home of the
17-time NHRA Division 6**

Summit ET Finals Team Champions

1978 1980 1981 1984

1987 1989 1993 1999

2002 2003 2004 2005

2007 2012 2013 2014 2015



FOUNDERS

Jim & Lynn Livingston

OWNERS

Cherie & Joey Severance

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Welcome to Woodburn Dragstrip

“Where Champions are Created”

Our current race schedule includes nearly 70 days of exciting racing activities. Our goal is to provide something for everyone. This handbook contains rules and procedures for all who attend events at Woodburn Dragstrip. It contains sections for each series of events scheduled annually. It also includes general guidelines which apply to all events. We trust it will be helpful to you. We advise you to carefully read all of it's contents.

DISCLAIMER

It is essential for every participant to understand this fundamental rule of drag racing: Prime responsibility for the safe condition and operation of a vehicle in competition rests with the vehicle owner, driver, and crewmembers. The track operator's main concern is to provide a place to conduct events. NHRA and Woodburn Dragstrip produce guidelines based on experience and circulates information to help perpetuate the sport. Close observance of the standards set forth in this handbook is required for all participants, including owners, drivers, and crewmembers. However, drag racing is dangerous. Therefore, no express or implied warranty of safety is created from publication of or compliance with NHRA & Woodburn Dragstrip rules, nor does compliance with NHRA & Woodburn Dragstrip rules guarantee against injury or death to participants, spectators, or others.

Upon entering an event, racers agree to follow the rules, and that all interpretation of the rules, questions and protests are left to the discretion of race officials. The Race Director shall be empowered to permit deviation and to impose further restrictions from any of the specifications herein. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS. Interpretation of these rules is left to the discretion of track officials. Their decision is final.

Drag racing is a dangerous sport. There is no such thing as a guaranteed safe drag race. Drag Racing always carries with it risk of serious injury or death in any number of ways. This risk will always exist no matter how much everyone connected with drag racing tries to make our sport safer. Although Woodburn Dragstrip works to promote and enhance the safety of the sport, there are no guarantees that such safety measures will guarantee or ensure safety. The participant always has the responsibility for the participant's own safety, and by participating in drag racing, the participant accepts all risks of injury, whether due to negligence, vehicle failure, or otherwise. If at any time a participant does not accept these risks, the participant agrees not to participate in drag racing.

Each participant must read and understand the following disclaimer. This disclaimer is part of your official tech card and must be read and signed before any competitor is allowed to participate:

In consideration for being allowed to participate in events at this facility, I affirm that I have read, understand, and agree to be bound by all NHRA rules, regulations, and agreements, including, but not limited, to those contained in the NHRA Rulebook, with specific reference, but not limited to the rules, regulations, and agreements contained in the Administration Procedures and Appeals Section of the NHRA Rulebook that are incorporated herein by reference. I have the authority to bind the vehicle's owner to these terms if the owner is someone other than myself. I agree that NHRA and this facility make no representations, warranties, or assurances that a technical inspection, including review of any written information, will:

- Detect every or any vehicle, equipment, clothing, or rule compliance problem; or
- Prevent injury, death, or property damage

I agree that I bear the ultimate responsibility at all times to ensure the safety of the vehicle, equipment, **and clothing in question, and for compliance with all NHRA rules, regulations, and agreements referred to above.** I agree that I am in the best position to know **about the construction and operation of the vehicle, equipment, and clothing in question, and compliance** with all NHRA rules, regulations, and agreements referred to above. I agree that participation in any and every aspect of the sport of drag racing is a privilege, not a right, and wish to participate in accordance with all of the foregoing.

WOODBURN DRAGSTRIP IS AN



We follow the rules and regulations set forth by the National Hot Rod Association. If you are not already a member, we encourage all drivers to become NHRA members. The NHRA Rulebook is an important source of information. It lists safety requirements for your race vehicles to pass tech inspection prior to racing. Every competitor should possess and read the NHRA Rulebook. Those are the rules we enforce. We also have certain behavior expectations. SAFETY is at the top of the list.

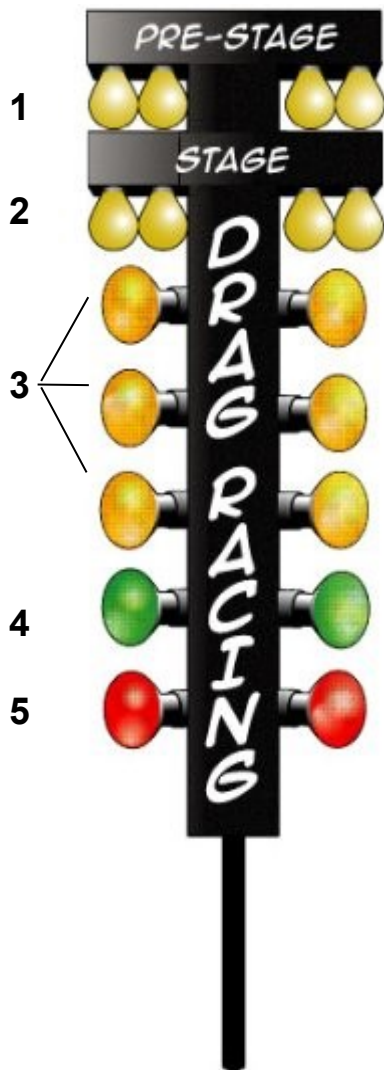
Alcoholic beverages may not be brought into the facility. Woodburn Dragstrip is a licensed OLCC facility, and it is a violation of state law to consume alcohol not purchased at Woodburn Dragstrip. Violators are subject to disqualification and suspension from future events. Any driver, crew member, or person associated with a driver or crew member who is considered to be under the influence of alcohol, any illegal drug, or any judgment impairing substance will be expelled from the race along with the entire crew and vehicle associated with the offender, as deemed by the Race Director.

The speed limit at Woodburn Dragstrip is 10 MPH in all areas except the racing surface. Violators endangering others with reckless and inconsiderate driving habits, whether in a race vehicle or pit vehicle, will be expelled from the facility, along with the entire crew and race vehicle. Burnouts are permitted only in the burnout box.

Abusive, profane, or offensive language is not tolerated. It is grounds for immediate disqualification from an event, suspension of racing privileges, and the right to attend future events at Woodburn Dragstrip. The severity of such action shall be determined in the sole and absolute discretion of Woodburn Dragstrip Officials.

All race vehicles must pass tech inspection. Proper safety equipment and apparel are required, as outlined in the Current NHRA Rulebook. Those not meeting the requirements will be rejected by the Tech Official. It is the responsibility of the driver to only enter a car into competition that will pass tech inspection for the class into which it was entered. In the event that a car does not meet the safety standards, the racer will only be charged for the spectator fees for that event

THE COMPULINK TIMING SYSTEM



1. The **Pre-Stage Lights** are turned on by infrared beams that run across the race track. They are used to show where the vehicle is on the racetrack.
2. The **Stage Lights** are activated when the racer has their vehicle pulled approximately 7 inches further forward from the Pre-Stage Light, activating the Stage Light. This indicates that the driver and vehicle are ready to make a pass.
3. With the driver ready to make a pass, the three **amber lights** will activate in order (all at once for a Pro tree, or sequentially separated by .5 tenths of a second for a Full tree). The driver's job is to 'anticipate' the green light coming on, not waiting for the green light to turn on.
4. If a driver leaves the starting line and the **green light** is on, the driver succeeded on leaving 'on-time' per say not leaving too early.
5. When a driver leaves too early, the **red light** will turn on. Using the example of an Olympic foot race, the red light would come on when a sprinter leaves before the gun fires. Woodburn Dragstrip uses the TruStart system where if both cars red light the closest red light to a green light will be awarded the win in Eliminations.

The optimal reaction time for a racer to have is a .000, dubbed a Perfect Reaction Time. To do this, the driver will have to do a perfect job of anticipating the green light turning on. The reaction time is a crucial part of racing, as anything slower than a .000 reaction time works towards your 'handicap'. Again referring to an Olympic foot race, having a slow reaction time is no different than an Olympic official firing his starting gun, and the sprinter having a late start. The sprinter still has a chance to win (as opposed to leaving too soon and being disqualified for red lighting) but it will be tougher because of the 'handicapped' time left on the starting line.

COMPULINK — Woodburn Dragstrip uses the latest Compulink Timing System. Listed below are some of the most commonly referred to features.

LED's — Woodburn Dragstrip uses COMPULINK LED lights in the Christmas Tree at every event. Compulink LED lights are also used at all NHRA Divisional/Regional and National events. They are more reliable than an ordinary light and less prone to failure. Please note that all LED lights are not equal. The LED's sold at some outlets are inferior to the COMPULINK LED units used at Woodburn Dragstrip.

COURTESY STAGING — Out of courtesy to your fellow competitor, we encourage COURTESY STAGING. As you stage your car, please pull forward until the first light (pre-stage) comes on. At that point, you should wait until the car in the opposite lane has done the same. When both cars have pre-staged, either one may then pull into the second beam which fully stages that car. PLEASE NOTE: The system registers a car as staged if the stage light is on for at least 0.6 seconds. Therefore, be extra cautious when "bumping" into the lights.

DEEP STAGING — Some drivers prefer to pull into the beams so far that they turn off the pre-stage light. This procedure is illegal in certain NHRA classes (see NHRA rulebook). If you choose to deep stage, you do so at your own risk. Do not write "deep" on your car. The starter is under no obligation to wait for a driver to deep stage

AUTOSTART — The Autostart System will automatically start the Tree at a random pace within a given window. When both drivers are Pre-Staged, the starter will flip the Autostart switch. When one driver stages, the other will have 10 seconds to stage their car, otherwise the Compulink system will "time them out" and disqualify them. Once both cars have staged for 0.6 seconds, the Tree will come on between 0.6 and 1.4 (full tree = 0.6 to 1.1) seconds later, depending on the class. The system will vary the start sequence by randomly adding up to 0.2 seconds, preventing racers from "guessing" when the Tree will come on. The starter is able to stop the sequence if necessary, and can activate the Tree himself by "overriding" if that is required.

CROSSTALK — This program allows the Tree to be fully shielded, but still allows drivers in Super Pro, Top Comp, Top Dragster, and Top Sportsman classes to leave off their opponents tree. CROSSTALK functions by lighting the top bulb in both lanes at the exact same time. This allows both cars a clean "hit" on the Tree. The slower car's Tree will continue counting down as normal. The quicker car's top light will remain lit for the duration of the handicap, plus the normal 0.5 second, before counting down the second and third lights as normal. If you have any questions or do not understand how cross talk works please consult with one of Woodburn Dragstrip's Officials. The driver of the

faster car in a pair may cancel the CROSSTALK system by including an “N” behind their dial (i.e., 7.85N). A symbol will appear in front of the dial posted on the scoreboard (u7.85) to indicate that CROSSTALK is NOT in place. Drivers should check the scoreboard before staging. **There will be NO re-runs for incorrect tree configurations.**

SPLIT-TREE — The Sunoco Race Fuels Motorcycle class is run on a Split Tree. Each rider can choose either a .400 Pro Tree or a .500 Full Tree. During time trials, riders will be split into two groups: .500 Full Tree and .400 Pro Tree. However, during eliminations, the default tree will be the .500 Full Tree. Riders choosing the Pro Tree are required to place an “P” at the end of their dial (i.e., 10.05P). A letter symbol will appear in front of the dial-in posted on the scoreboard (u10.05) to indicate that a Pro Tree is in place. Riders should check the scoreboard before staging. **There will be NO re-runs for incorrect tree configurations.**

TRUSTART — This creative function allows both RED Lights on the Compulink Christmas Tree to be displayed if, in fact, both competitors RED Light. Previous timing systems up to this point have always “Locked Out” the second (faster car’s) RED Light in Eliminations if the first car (slower car) leaves too soon and RED Lights. TRUSTART will display RED Lights in BOTH Lanes if both competitors do, in fact, leave early. The least amount of RED Light of the two will then determine the Winner of the race, equaling the Start Line regardless of the cars Dial-ins. Instead of the slower car leaving with a RED Light and it’s “Race Over”, the second car now has to leave the Starting Line. The actual GREEN/RED Light status of both cars will be displayed creating a level playing field for all competitors. In simple terms, if both cars red light the closest red light to a green light will be awarded the win.

GENERAL REGULATIONS & STANDARD OPERATING PROCEDURES

HELMET — Drivers of all cars running 13.99 and quicker are required to have a minimum of a **Snell 2010 helmet**, which is good until 1/1/2022. Please refer to the Current NHRA Rulebook or a Woodburn Dragstrip Official for questions regarding legal helmets.

CLOTHING — **ALL** drivers and passengers are required to wear full length pants, short or long sleeved shirt, closed toed shoes, and socks. *Shorts, tank tops, open-toe/heel, or sandals are prohibited.*

DIAL-INS — ***Must be visible from the tower***, placed on right side, front and rear window. Dial-in must be in place and cannot be changed when the cars leave the crosswalk (lanes 1-5) or head of the staging lanes (lanes 6-12), unless approved by Event Director. Check the scoreboard before staging. **ABSOLUTELY NO RE-RUNS DUE TO INCORRECT DIAL-IN.**

CAR NUMBERS — Required 6" high by 1 1/2" wide on right side and front & rear window. Shoe polish prohibited in Super Pro or Pro.

DRIVERS — All drivers are required to have a valid driver's license. All drivers under the age of 18 must have a parent permission form on file which is signed by both parents prior to passing tech inspection. Minor waiver forms are available in the Pro/Souvenir Shop.

RESTRICTED ACCESS — Drivers and crew must sign the Release & Waiver of Liability at each event. Signers will be given a RockAuto.com Restricted Area wristband which must be clearly worn for the entire event. Waivers can be signed at the Souvenir Shop on the east side of the facility. Restricted bands will be denied if you are under the influence. Violations will not be tolerated. Parents must sign a Minor Release & Waiver of Liability & Indemnity Agreement for Any minor under the age of 18. Minor Waivers are available in the Pro/Souvenir Shop.

LANE CHOICE — Determined by coin flip on all laddered eliminators, non-laddered competitors will be assigned lanes by staging staff.

RE-RUNS — In the event a re-run is deemed necessary, drivers may change their dial-ins. Switching lanes for a re-run is prohibited.

RANDOM PAIRING — You are considered paired with another competitor whenever the staging lane director has pointed to both competitors. Once paired, if one competitor is unable to compete (not start, broken or unable to make the call when so) the other competitor will receive a bye run. The competitor able to make the call must stage under their own power as instructed by the Event Director.

LADDERS — Super Pro, Top Gas, Motorcycle, High School, Jr Street, Jr Lightning, Jr Thunder will be laddered for round one based off reaction times from their qualifying runs. Pro and Sportsman are laddered second round based off reaction time. Classes in the Nostalgia Hot Rod Series and all other classes will be laddered second round based off reaction times unless otherwise specified in class rules. Subject to change at the discretion of track official.

PAYOUT — Payouts are based on car count. Most classes pay to the semi-finals. In most cases, if there are only three semi-finalists, **the odd-lot money will go to the driver who lost in the quarter-finals with the best reaction time.**

SINGLE RUNS — In non-laddered competition, the competitor with the best REACTION TIME in the most recent round will be pulled aside and will run last. If there is an odd number of cars, this competitor will receive a bye run.

PASSENGERS — Passengers are not allowed in cars running quicker than 14.00. No passengers are allowed in eliminations in any points earning class.

RAIN OUTS & REFUND POLICY

WOODBURN DRAGSTRIP EVENT: RACER

- NO CASH REFUNDS. You must keep your gate receipt to redeem at a future event. **When purchasing tickets on 'theFloat' you will receive a full refund from 'theFloat'.**
- If weather or other occurrence halts racing ANY time before the start of time trials, racers will receive 100% credit of entry fee. **When you purchase tickets on 'theFloat', you will receive a full refund from 'theFloat'.**
- It is the racer's responsibility to be race ready. There will be NO REFUNDS OR TRANSFERS made during an event. Once you have passed tech with the intent of racing for your first run of the day, your race entry is committed to the event (no refunds will be made). Should you have tech or related questions, contact the Woodburn Dragstrip management or an NHRA Tech Advisor.
- If weather or other occurrence halts racing ANY time **during time trials/prior to eliminations, racers will receive 50% credit** of their entry fee. There will be no payouts. Credit is valid for up to one year from date of purchase.
- If weather or other occurrence halts racing after the first of elimination no points will be awarded for that round.
- If you are in the semi rounds, payout will be divided among the remaining racers (semi, runner-up and winner) and no entry fee credit will be issued.

WOODBURN DRAGSTRIP EVENT: SPECTATOR

- NO CASH REFUNDS. You must keep your receipt to redeem at a future event. **When purchasing tickets on 'theFloat' you will receive a full refund from 'theFloat'.**
- If weather or other occurrence halts racing ANY time before the start of time trials, spectators will receive 100% credit of entry fee. **When you purchase tickets on 'theFloat', you will receive a full refund from 'theFloat'.**
- If weather or other occurrence halts racing ANY time **during time trials, but prior to eliminations spectators will receive 50% credit of entry fee.** Credit is valid for up to one year from date of race.
- If weather or other occurrence halts racing after the completion of first round of eliminations, the race will be considered complete and tickets are not valid and have no value.
- Major Events: after the first round of feature cars are complete, the event is considered completed and there will be no refunds.

WOODBURN DRAGSTRIP TEST & TUNE EVENTS:

- If weather or other occurrence halts racing after a racer has had one time/ test run or has been at the facility for greater than one hour, the event would be determined complete by that racer and no credit will be given. If a racer has not had one run or has not been in the facility for one hour or less, a 50% credit will be given to be used through the end of the racing season 09-26-21 (towards the purchase of a ticket/entry).

PIT VEHICLES & DRONES

Please help keep traffic in the pits to a minimum and follow the arrows.

Due to insurance liability the following applies:

Non-contracted Drones are not allowed. The Track is contracted with UpDownDrone. Operators of any vehicle must have a valid state driver's license. Absolutely no one under 16 years of age may operate any vehicle or anything with wheels. This includes but is not limited to: golf carts, quads, 3-wheelers, motorcycles, mopeds, bikes, rollerblades, roller skates, skateboards, scooters, and/or tricycles. There are also no RC cars allowed. Violations of these rules may result in disqualification of the competitor or anyone associated with the violator, and/or suspension.

POINTS

In each series where points are kept, drivers earn points for those days you participate at Woodburn Dragstrip. Drivers are responsible for confirming their points on our webpage after their race. Once time trials begin, 30 points will be credited to all vehicles that have completed tech inspection. Each round win adds 10 points. An event win adds an additional 10 points. Winning the A-1 Performance Transmissions & Converters "Package for the Points" adds an additional 10 points (Super Pro, Pro, Sportsman, & Motorcycles classes only).

TALLYING POINTS — In the Sunoco Race Fuels ET Series, racers will compete at up to 15 events, with their best 13 finishes being credited to their season totals. In the Sunoco Race Fuels ET Motorcycle Series, racers will compete at up to 10 events, with their best 8 finishes being credited to their season totals. In the Jr Drag Racing Series, racers will compete at up to 14 events, with their best 12 finishes being credited to their season totals. In the event of a rainout points are awarded at completed events. Example: 12/14 for ET, 7/9 for MC, 11/13 for Jr. Secondary drivers are allowed in Super Pro, Pro, Sportsman, High School, and Dragster/Roadster only! Must notify the tower with the change of drivers.

CHANGING CLASSES — **NO** points may be moved from one class to another.

TIE-BREAKERS — To determine a tie among two or more drivers, Woodburn Dragstrip will use the following series of tiebreakers, in order 1-4, until a leader is found. The leading driver will be the one who: 1) Has the most round wins; 2) Has the most event wins; 3) Did the best at the most recent points scoring event; 4) Did the best at the second most recent points scoring event, etc.

YEAR-END AWARDS — Year-end awards will be given to the top 3 finishers in these categories: Super Pro, Pro, and Sportsman; top 2 finishers in Bike/Sled, and top 3 in Jr Lightning, Jr Thunder. In all other Series and Classes that earn points, year-end awards will be given out to the top 2 finishers.

NO-SHOW FORM — If a driver is unable to stage their car for any round of eliminations, they must inform the track staff and/or the timing tower on the day of the event. The timing tower will fill out a **No-Show form** in order for the driver to receive their points. If track staff or the timing tower is not informed, the form will not be completed and the racer will not receive their points.

SECONDARY DRIVER — Racers in Super Pro, Pro, Sportsman, High School & Dragster/Roadster are the only ones allowed to sign up a Secondary Driver who will earn points if the Primary Driver is forced to miss an event.

The Secondary Driver must be signed up no later than May 1st, of every race season.

The Secondary Driver must compete in the same car with the same number as the primary driver. The secondary driver must possess all driver credentials and safety equipment as required for that class. The Woodburn Team member is the driver who has driven in 51% or more of the contested events. The Primary Driver is **NOT** allowed to compete at the same event that their Secondary Driver is earning points for them.



TRIP ZIP CLUB
sponsored by
**CASCADE TRUCK BODY &
TRAILER SALES**

A racer who scores a perfect reaction time (.000) at any time, in any class, at any event, is requested to bring their time slip to the tower on the day it happens, to be entered into the TRIP ZIP CLUB registry. At that time, the racer will receive a T-shirt and decals compliments of Cascade Truck Body & Trailer Sales. The racer with the most .000 lights at the end of the year will also be honored at the Annual Woodburn Dragstrip Banquet. The racer will also receive a **TRIP ZIP COIN sponsored by Kris & Danny Wagnier.**



PACKAGE FOR THE POINTS

This competition is held at all Sunoco Race Fuel ET Series events. The object is to get the best reaction time and be closest to your dial-in without breaking out. This total is known as the “Package”. To enter this competition, on the final time run prior to Eliminations, drivers must have a dial-in on their car. The racer who is closest to a perfect package (.000 is a perfect run) in each class will win a prize, and receive 10 bonus points. In the event of a tie the first competitor with that package is the winner. Each winner will be entered into a drawing for the Grand Prize — \$1,000 value in product and/or service from A-1 Performance Trans & Converters. Winners must be present to win. Drawing to take place at the Annual Awards Banquet.

NHRA LAND OF THE LEADERS ET CHALLENGE

Drivers who race in the Sunoco Race Fuels ET Series and the Les Schwab Tire Centers Jr Racing Series are eligible to compete in four races to earn NHRA NORTHWEST DIVISION ET CHALLENGE points. The driver with the greatest number of points in Division 6 will be rewarded at the NHRA Awards ceremony. Racers may choose to enter four ET CHALLENGE events at any number of tracks. Points are not transferable from one track to another. Woodburn Dragstrip’s LOL dates are posted on the yearly calendar of events (LOL).



NHRA.tv CHALLENGE

and the

SUMMIT KING of the TRACK



All drivers, who have a 2021 or 2024 Woodburn Dragstrip Competition Number, are invited to race at the NHRA.tv Challenge. Winners in Super Pro, Pro, Sportsman and ET Motorcycle at this event will each receive a Special Edition NHRA Wally.

Also at this event, the 2021 Track Champions in Super Pro, Pro, Sportsman and Motorcycle will face off for the NHRA/Summit Racing King of the Track Wally.

SPLIT TREE (Motorcycle) and CROSSTALK (Super Pro) will be used for this race. In the event a Super Pro car races a .400 Pro Tree Motorcycle, Crosstalk will not be used. TruStart will not be used when the Split Tree is in use.



2021 NHRA DIVISION SIX SUMMIT RACING ET FINALS

62 racers will earn the right to represent Woodburn Dragstrip at the NHRA Division 6 Summit Racing ET Finals, held at Woodburn Dragstrip in Woodburn, Oregon, September 2nd - 5th.

The breakdown of team members will be:

Super Pro=15; Pro=15; Sportsman=14; Motorcycle=6; High School=2; Jr Street=2; Jr Lightning=4; Jr Thunder=4.

Racers earn the right to become a Woodburn Dragstrip Team Member by earning points throughout the season. All classes that will be contested at the ET Finals will be completed by August 22nd.

In order to attend the ET Finals for Team Woodburn, the qualified racer **MUST** inform a Woodburn Dragstrip Manager of their intentions by August 21st if you will not be at the meeting. If you are NOT at the meeting & have not previously told Track Management of your intentions, you will be passed over and **your spot will be forfeited**.

In the event we don't fill all 14 spots in Sportsman, we will go to the next racer that attends the meeting.

WILD CARD DRAW for RACE of CHAMPIONS: the names of the remaining team members that have a perfect attendance in the 2021 Sunoco ET Series will be put into the Wild Card Drawing for the final Race of Champion spot. If no racer has a perfect attendance, the racer with the highest attendance in the Sunoco ET Series will fill the final Race of Champion spot.



SUNOCO RACE FUELS ET SERIES

These rules are in effect for the Current Season & the ET Finals.

ATTENTION SUPER PRO & PRO COMPETITORS: An oil retention device will be mandatory on all vehicles running 9.99 & quicker or exceeding 135 mph at the ET Finals - Motorcycles & Snowmobiles excluded. See Oil Retention Device in section 4B page 10 of the 2021 NHRA Rulebook for device criteria.

SUPER PRO (1/4 MILE 7.00—11.99)

- 1. Computer:** Prohibited unless stock OEM equipment or OEM replacement. See NHRA Rulebook general regulations 9:1.
- 2. Data Recorder:** Permitted. One data recorder only. See general regulations 9:2 & 9:10.
- 3. Delay Box:** Permitted. One box/device only. All direct wiring must be clearly identifiable to the tech inspector. See NHRA Rulebook class and general regulations Section 8.2.
- 4. Transbrake:** Permitted.
- 5. Line lock:** Four-wheel line lock permitted.
- 6. Automated Shifter:** Permitted.
- 7. Throttle Control:** Permitted per NHRA rulebook. Pneumatic starting line enhancers permitted.
- 8. Ignition:** Stutter boxes prohibited. Three-steps, Two-steps, or single stage rev limiters permitted. Any rpm limiting device legal unto themselves but altered or installed so as to function as a down-track rpm controller, prohibited. NHRA Rulebook General Regulations 8:3.
- 9. Switches & Buttons:** All switches and/or buttons must be standard mechanical connection type. Infrared lasers, retinal scan, fingerprint, light source or any other non-mechanical type switch and/or button prohibited.
- 10. Tow Vehicles:** Permitted
- 11. Compulink:** CROSSTALK is used in Super Pro.

PRO (1/4 MILE 9.00—13.99)

- 1. Computer:** Prohibited unless stock OEM equipment or OEM replacement. See NHRA Rulebook general regulations 9:1.
- 2. Data Recorder:** Permitted. One data recorder only. See NHRA Rulebook general regulations 9:2 & 9:10.
- 3. Delay Box:** Prohibited.
- 4. Transbrake:** Permitted. Transbrake switch must be NHRA-accepted; contact Division Tech Director for accepted list.

- 5. Line lock:** Four-wheel line lock permitted. Line lock switch must be NHRA-accepted.
- 6. Automated Shifter:** Timed or RPM type permitted. All settings must be pre-set prior to run. NHRA Rulebook General Regulations 8:2.
- 7. Throttle Control:** Throttle must be manually operated by the driver's foot. Electronics, pneumatics, hydraulics, may in no way affect the throttle operation. Mechanical start line controller permitted; see Section 4A, Electrical 8, page 7. 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 (i.e. two-step). Three-steps prohibited. Twosteps, 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. See NHRA Rulebook General Regulations 8:3.
- 9. Switches & Buttons:** All switches and/or buttons must be standard mechanical connection type. Infrared lasers, retinal scan, fingerprint, and light source or any other non-mechanical type switch and/or button prohibited.
- 10. Tow vehicles:** Prohibited.
- 11.** Full-bodied vehicles may not cross the starting line on any burnouts.

SPORTSMAN (1/4 MILE 12.00 and slower)

Sportsman vehicles may not cross the starting line on any burnout.

- 1. Computer:** Prohibited unless stock OEM equipment or OEM replacement. See NHRA Rulebook general regulations 9:1.
- 2. Data Recorders:** Prohibited. See general regulations 9:2 & 9:10.
- 3. Delay Boxes:** Prohibited.
- 4. Transbrake:** Prohibited.
- 5. Line lock:** Four-wheel line lock prohibited. Two-wheel line lock permitted on non-drive wheels only. Line lock switch must be NHRA accepted.
- 6. Automated Shifter:** Prohibited unless OEM equipped. Electronic or pneumatic shifter permitted; must be manually activated by driver.
- 7. Throttle Control:** Throttle must be manually operated by the driver's foot. Electronics, pneumatics, hydraulics, may in no way affect the throttle operation. Mechanical start line controller permitted; see Section 4A, Electrical 8, page 7. A dead-stop under the carburetor or gas pedal is permitted. Throttle timers, counters prohibited.
- 8. Ignition:** Stutter boxes prohibited. Single stage "high side only" rev limiters permitted. Starting line rev limiters prohibited. 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. Crank trigger system prohibited, unless OEM distributor less ignition. Ignition systems equipped with built-in two step rev limiters must have the 'low side' (start line) function disabled. See NHRA Rulebook General Regulations 8:3.

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

10. Tow vehicles: Prohibited.

ET MOTORCYCLE (1/4 MILE 7.50 — 13.99)

Number plates are required. Same electronic rules as Super Pro cars. Snowmobiles and motorcycles are allowed to compete in this class. The riders may choose either a .400 Pro Tree or .500 Full Tree on the Split Tree. Compulinks' TruStart will not be used in the Motorcycle class. It is the rider's responsibility to check the scoreboard before staging. THERE ARE NO RE-RUNS FOR INCORRECT DIAL-IN OR TREE CONFIGURATION.



WILSON'S NAPA HIGH SCHOOL SERIES

(1/4 MILE —11.00 & Slower)

All vehicles must comply under **Pro** or **Sportsman** rules. High School racers must have a valid state driver's license. Minors are required to have an official "Minor Participation Release" which is signed by both parents at the racetrack. Refer to NHRA Rulebook regarding required safety equipment. In addition, Wilson's NAPA will be awarding a \$500 gift certificate good at all Wilson's NAPA stores to the season champion and 2nd place will receive a \$250 gift certificate at the Awards Banquet.



JR DRAG RACING SERIES

(see the current NHRA Jr Dragster Rule Book for complete rules)

Classes	Age	Dial-in (1/8 Mile)	Color Code
Jr Lightning	(13 to 18)	7.90 & Slower	Red
Jr Thunder	(6 to 12)	8.90 & Slower	Yellow

Racers who compete in the Jr Thunder class (ages 10-12) can have a dial-in of 8.90 & Slower, 8-9 year olds (11.90 & Slower) and 6-7 year olds (13.90 & Slower).

For 5 year olds; elapsed time restricted to 20.00 seconds or slower. Limited to noncompetition, single passes. Engine restricted to factory-sealed Briggs & Stratton 206 crate engine (part no. 124442 8201) with red slide valve (part no. 555733). If the racer runs faster than 20.00 seconds, he or she will be disqualified for the remainder of the event.

For 6 and 7 year old's: any driver running quicker than a 13.70 in the 1/8 mile (7.00 in the 330) at any time during an event will receive one warning. If a second offense occurs, he or she will be disqualified from the remainder of the event. Any driver running quicker than 13.50 in the 1/8 mile (6.80 in the 330) at any time during an event will be immediately disqualified for the remainder of the event. These rules are in effect in time trials, qualifying, and eliminations. Engine restricted to factory-sealed Briggs & Stratton 206 crate engine (part no. 124442 8201) with blue slide valve (part no. 555734).

For 8 and 9 year old's: any driver running quicker than a 11.70 in the 1/8 mile (6.10 in the 330) at any time during an event will receive one warning. If a second offense occurs, he or she will be disqualified from the remainder of the event. Any driver running quicker than 11.50 in the 1/8 mile (5.90 in the 330) at any time during an event will be immediately disqualified for the remainder of the event. These rules are in effect in time trials, qualifying, and eliminations.

For 10-12 year old's, any driver running quicker than a 8.70 in the 1/8 mile (4.70 in the 330') at any time during an event will receive one warning. If a second offense occurs, he or she will be disqualified from the remainder of the event. Any driver running quicker than 8.50 in the 1/8 mile (4.50 in the 330') at any time during an event will be immediately disqualified for the remainder of the event. These rules are in effect in time trials, qualifying, and eliminations.

For 13-18 year old's, any driver running quicker than a 7.50 in the 1/8 mile (4.10 in the 330') or faster than 85.00 during eliminations, will be disqualified from the remainder of the event. Any driver running quicker than 7.50 in the 1/8 mile (4.00 in the 330') or faster than 89.99 mph at ANY time during an event will be immediately disqualified for the remainder of the event. These rules are in effect in time trials, qualifying, and eliminations.

Run Order - Jr Thunder, Jr Lightning, Jr Tuff (only in eliminations)

Qualifying - Drivers must make their qualifying run in the class they signed up for.

Dial-Ins - Dial-in boards must be attached to passenger side of the car.

Do not block the tower's view of the board from the staging lanes to the starting line.

Jr Tuff - At most Jr events, a Second Chance class will be contested for all 1st round losers. The Second Chance category will be run as one class, but racer's will be separated based on the category they normally compete in. Woodburn Dragstrip will do their best to have Thunder vs Thunder, and Lightning vs Lightning, based on the cars in the category, but the racers will still compete in one bracket.

Back-Up Drivers - No back-up drivers

Towing - A fluorescent or brightly colored flag, attached to Jr. Dragster anytime vehicle is towed, mandatory. Minimum height above ground when attached is 5 feet.



NHRA JR STREET SERIES

(9.00 and slower in 1/8 mile)

NHRA has created a new youth racing program for 13-16 year olds that will give teenage boys and girls the opportunity to race against their peers in full-bodied street vehicles with an adult co-driver as their teammate that combines racing and car safety. This is an inexpensive program to help meet the demand for teenagers wanting to drive fast but, best of all, it's a way for families to use drag racing as a learning tool and a conduit for family bonding," said Josh Peterson, NHRA vice president of racing administration. Competitors in the NHRA Jr. Street program 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 limited to 9 seconds and slower. Snell 2010 helmets or newer are required by the driver and co-driver. 9.00 is the quickest you can dial in the 1/8 mile.



A1 MUFFLER and BRAKES NOSTALGIA HOT ROD SERIES

The A1 Muffler & Brakes Nostalgia Hot Rod Series is designed for vehicles that are 1989 & Older. Listed below are the classes and years allowed per class along with ET Breaks, and rule restrictions. Each day of the Oldies but Goodies and Hot Rod Nationals are points earnings.

Top Gas (1989 & Older / 7.00 - 11.99) See ***Super Pro Rules***

Hot Rod (1965 & Older / 8.00 - 12.99) See ***Pro Rules***

Street Machine (1966 - 1989 / 8.00 - 12.99) See ***Pro Rules***

Street Rod (1989 & Older / 12.00 & Slower) See ***Sportsman Rules***

Inline/Flathead (1989 & Older) See ***Pro or Sportsman Rules***

Stick Shift (1989 & Older) See ***Super Shifter Rules***

Gasser (1989 & Older/8.50 & Slower) Straight Axle, Full Body, See ***Pro or Sportsman Rules***.

DRAGSTERS & ROADSTERS

Dragsters and Roadsters is a nostalgia type class specifically targeting 1970 or older style Front Engine Dragsters/Funny Cars and 1955 or older Roadsters/Altered. The class uses a .4 pro tree and a handi-capped start, based on the driver's selected dial-in (8.00 – 10.50), with lane choice based on a coin flip. For more information, contact David Cookman at medadof4@yahoo.com.

GENERAL REQUIREMENTS: Class will follow Summit Series Pro rules with the following exceptions

DRAGSTER DEFINITION – 1970 & earlier style front engine dragster (FED). Multiple engines permitted.

ROADSTERS DEFINITION – 1955 & earlier open top bodies with a full tube chassis. Examples include, but are not limited to "T" Roadsters/Altered, Bantam Roadsters/Altered, side and center steer Fiat Topolino's, etc.

1. Multiple engines permitted.
2. Automated Shifter: Prohibited
3. Tow Vehicles: Allowed
4. Burnouts: Allowed across starting line.
5. Deep Staging: Permitted, but done at own risk. Starter is under no obligation to wait for you.
6. Courtesy Staging: Encouraged, but not mandatory.
7. Two-Way Radios Between Driver and Crew: Prohibited.

QUALIFYING/LADDERS

Based on reaction time. Racers will be ladderied via 'Sportsman' qualifying (example: 1 vs. 9, 2 vs. 10, etc. etc.)

POINTS

Points are tabulated same as Woodburn Dragstrip. A backup driver is allowed in the Dragster/Roadster/Altered class. Backup driver must drive the primary car.

Qualifying positions earn additional points as follows:

1st - 8 pts, 2nd - 7 pts, 3rd - 6 pts, 4th - 5 pts, 5th & 6th - 4 pts, 7th & 8th - 3 pts, 9th-12th - 2 pts, 13th-16th - 1 pts, Beyond 16th - 0

POINTS ACCUMULATION & TIE-BREAKERS

To determine a tie among two or more drivers, Woodburn Dragstrip will use the following series of tiebreakers, in order 1-4, until a leader is found. The leading driver will be the one who: 1) Has the most round wins; 2) Has the most event wins; 3) Did the best at the most recent points scoring event; 4) Did the best at the second most recent points scoring event, etc.

SPECIALTY DRAG RACING SERIES

MODERN MUSCLECAR SERIES

All vehicles must comply under Pro or Sportsman Rules. This class is for 2004 & newer Full bodied cars only (Camaro, Charger, Challenger, Mustang, Corvette etc). This class is designed for all the recreated MuscleCars with the latest in technology. Laddered 2nd round of Eliminations.



REMODELING BY CLASSIC HOMES PICKUP SERIES

All vehicles must comply under Pro or Sportsman Rules. To compete in this class, your vehicle must either be light utility. (Example: Blazer, Luv) or medium utility (Example: Suburban, 3/4 ton truck, Explorer). El Caminos and Rancheros allowed. No heavy utility vehicles allowed. Random pairings in Eliminations.



FUTRELL AUTOWERKS VOLKSWAGEN SERIES

All vehicles must comply under Pro or Sportsman Rules. To participate in this class, your vehicle and engine must have been manufactured while the company was under ownership of the Volkswagen Group, examples of which are Audi, Bentley, Bugatti, Lamborghini, and Porsche. Random pairing in Eliminations.

HOLE IN THE HOOD SERIES

All vehicles must comply under Pro or Sportsman Rules. 2000 and older full bodied cars only. *Your vehicle must have a supercharger, tunnel ram, injector or carburetor, and a minimum of the air filter must be protruding through the hood. Hood must be on car. No hood scoops allowed. All exposed carbs must have air filter or flash shield. Laddered 2nd round of Eliminations. ***All combinations subject to approval by Tech official.**

SUPER SHIFTER SERIES

All vehicles must comply under Pro or Sportsman Rules.

All cars must meet NHRA tech requirements as per ET Rules. (i.e., Cars running 11.49 and quicker require a scatter shield, roll bar, and SFI seatbelts as per NHRA rulebook). All cars in competition must have a clutch engaged transmission. The operation of the clutch shall be a direct action of the driver's foot. Approved dampening system will be allowed for non soft lock clutches or clutchless transmissions. No adjustment allowed by driver or crew after the burnout box and therefore must be covered if mounted inside driver's compartment. All gear changes must be a result from direct action from the driver. Pneumatics, hydraulics shifters prohibited. Any clutch assisted automatic must be manually shifted. No timers or delay boxes allowed. Once the vehicle is in motion, nothing can affect its operation other than the driver (i.e., no throttle timers, electric shifters). Qualifying will be determined by reaction time from Round 1 Winners and laddered for 2nd Round of Eliminations.



JIM VARNER AUTOMOTIVE POWDERPUFF SERIES

All vehicles must comply under Sportsman or Pro Rules, with the exception that vehicles can run as fast as 11.50 seconds. This class is for female drivers only. Laddered 2nd round of Eliminations.



PURE ADDICTION DIESEL SERIES

All vehicles must comply under Sportsman or Pro Rules. This class is for any Diesel Powered Vehicle Trucks & Cars. Laddered 2nd round of Eliminations.

SPORT COMPACT SERIES

All vehicles must comply under Pro or Sportsman Rules. Open to any FWD 4 or 6 cylinder car or truck, import or domestic. RWD and AWD must be import manufacture and labeled, or joint-manufactured platform. Random Pairing in Eliminations.



OLYMPIC IRONWORKS AMERICAN V-TWIN SERIES

The Olympic Ironworks Harley Eliminator Series will now be known as the Olympic Ironworks American V-Twin Series. This will allow Victory, Indian, Buell and other American made V-Twins into the class. All bikes are subject to approval by the track Tech Official. Laddered 1st round of Eliminations.

NORTHWEST DRAG BIKE

The Northwest Drag Bike Association will compete in 5 weekend events. Class categories are Pro Mod and Quick 8.

FRIDAY NIGHT FUN DRAGS

The Friday Night Fun Drags are designed for New Racers to test their vehicle at this event, or to just come out and have a good time. These events feature time trials from 3:00 pm until 8:00 pm. "Grudge Racing" is available for those racers who choose to participate all evening long. Racers can earn membership and a decal and get into the **100 MPH Club** only at the **Friday Night Fun Drags**.

100 MPH CLUB

Any muffler-equipped racer who achieves a 100 mph or higher run on their time slip, at any Friday Night Fun Drag events, is requested to come to the tower to be entered into the 100 MPH Club registry. The driver will receive a 100 mph decal and their name entered on the Woodburn Dragstrip website as an 100 MPH Club member.



2021 SUNOCO RACE FUEL

Prices Subject to Change

Call for Prices ~ 503-982-4461

TYPE OF FUEL by the Gallon / Drum ~ Exchange Drums must be Sunoco Brand

Standard 110 leaded (Purple)	Clear Boost Oil \$120 (5 gal bucket)
Supreme 112 leaded (Blue)	VP Siphon Pumps \$25.00
HCR Plus 114 leaded (Orange)	Jug Hose \$6.50
Maximal 116 leaded (Red)	Fuel Jugs \$25.00
RACING METHANOL (Clear)	

PRE-ORDER FUEL ONLY - 5 gal Pail or Drum

EX02 110 leaded (Light orange)
M02X 112 leaded (Green)
M02X UNL
SR18 118 leaded (Yellow)
SS100 (replaces 260GT)
260 GTX
260 GT Plus
E-85

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