

2025



Racer Handbook



2025 New England Dragway Handbook Disclaimer

New England Dragway is sanctioned by the National Hot Rod Association (NHRA). The rules and regulations outlined in this handbook are designed to establish an orderly flow of racing events, as well as to set forth-minimum acceptable requirements.

Requirements specified in the current NHRA Rule Book shall be in effect during all New England Dragway race events and take precedence when more restrictive or not covered by information contained in this handbook. No express or implied warranty of safety shall result from publication of or compliance with these rules and/or regulations. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant or spectator.

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. New England Dragway's main concern is to provide a place to conduct events. However, drag racing is dangerous. Therefore, no express or implied warranty of safety is created from publication of or compliance with NHRA and/or New England Dragway rules, nor does compliance with NHRA and/or New England Dragway rules guarantee against injury or death to participants, spectators or others. All references to New England Dragway are intended to refer to New England Dragway, Inc.

General Rule Statement

By signing a Tech Inspection Card participant are acknowledging their agreement to familiarize themselves and comply with all applicable rules and regulations outlined in the current NHRA Rule Book and New England Dragway Racer Handbook.

All persons on the premises of New England Dragway (including, but not limited to; owners, sponsors, drivers, crewmembers, and spectators) are invitees of the management. Permission to occupy the premises may be revoked at any time in the sole and absolute discretion of the management. All vehicles entered into competition must be available for a safety inspection at any time. Tech Officials may reject improperly prepared vehicles.

Any individual who engages New England Dragway, Inc. in litigation shall be prohibited from the facility until all legal action is complete.

Any rider/driver, crewmember or person in association with a rider/driver or crewmember who is considered to be under the influence of any drug, alcohol or judgment impairing substance, will be expelled from the race, lose all points accumulated up to and including the day of the infraction and evicted from the premises together with the entire crew and vehicle associated with the offender. Alcoholic beverages of any kind are prohibited from being brought into the facility. All vehicles entering the New England Dragway pit areas are subject to search. Failure to comply with this provision will result in the vehicle and its occupants being refused admission.

Although there are specific penalties for certain infractions of the following General Race Day Procedures, as well as other sections of this Racer Handbook, the Track Manager or his/her designate reserves the option to impose lesser or more stringent penalties based upon the circumstances surrounding the infraction. In the event a circumstance is not outlined within the General Race Day Procedures portion of this handbook, as well as other sections of this Racer Handbook, the Track Manager or his/her designate may elect to use the current NHRA Rule Book for clarification or resolution of a particular situation. In all cases, the Track Manager or his/her designate will make the final decision.

This handbook is designed to familiarize the new racer with general race procedures, as well as providing a refresher for those who have been part of the New England Dragway, Inc., racing community for many years. The handbook is divided into separate sections outlining general race procedures and items for specific race categories. In addition, there are sections geared toward our Wednesday and Friday Street night racers and a section for first time racers. Additional sections outline procedures for New England Dragway produced major events.

Special shows presented by outside promoters are not covered in this handbook. Details about those shows are available from the producers. The management of New England Dragway reserves the right to make changes to the rules and procedures outlined in this handbook. Revisions will be announced in the weekly Racer Update or future editions of the New England Dragway News.

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General Race Day Procedures

Autostart System: The CompuLink Autostart system will be used during the 2025 season in certain bracket racing categories. Once both vehicles are pre-staged and one vehicle stages, the second vehicle has a predetermined amount of time to stage. This time varies by class. If the second vehicle fails to stage within the allotted time frame, the system will "Time Out" and the second vehicle will receive a red light. No reruns will be granted to any vehicle that fails to start in the allotted time.

The following parameters are used by the Compulink Autostart system. They are the same intervals (in seconds) used during the NHRA Summit Racing Series ET Finals:

	Staged Minimum	Stage To Start	Total
Super and Bike	.7	.9	10 second time out
Pro, Street, and JS	1.0	1.7	10 second time out

Staged Minimum: The amount of time the tire must be in the Stage Beam before Autostart begins.

Stage to Start: The amount of time after both cars are staged to when the Christmas Tree begins to cycle. Compulink programming may add up to an additional .2 for variance.

Total: The amount of time the Christmas Tree will wait before it automatically activates after three stage bulbs are lit. Three bulbs mean both Pre-Stage bulbs and one Stage bulb.

(Note: In Super Comp and Top Bike, the times are .6, .7, and 10 respectively.)

Bicycles: Bicycles are not allowed in the staging lanes or restricted areas. Children under the age of 16 must wear a helmet at all times when operating a bicycle on New England Dragway property.

Black Flag Rule: If a competitor experiences a malfunction that causes an interruption in racing a Black Flag penalty shall be assessed. The following provisions and penalties shall apply:

- a) If the delay occurs during a VP Race Fuels ET Series event, which shall include any Junior Dragster, Top Bike, Super Street, Super Gas, or Super Comp event, the competitor will forfeit 10 points and be prohibited from further competition during that day's event. If the competitor is not enrolled in the New England Dragway points program, he/she shall be prohibited from further competition during that day's event and forfeit any payout earned during that day's eliminator.
- b) If the delay occurs during any other New England Dragway event, he/she shall be prohibited from further competition during that day's event and forfeit any payout earned during that day's eliminator (when applicable).
- c) In all instances where a Black Flag penalty is imposed, the competitor must clearly demonstrate to the Tech Director that the malfunction has been fixed before he/she is allowed to compete in future events.

An interruption is classified as a stop or delay caused by losing parts or fluids on the race surface that requires the use of support equipment to remove the debris. Support equipment is classified as trucks, tractors, mechanical equipment or extensive use of mops and lacquer thinner. Minimal wiping or mopping that does not interrupt or delay the round is not considered a Black Flag violation. Timing blocks will not be included in the criteria for this penalty. **The only acceptable coolant for race vehicles is water. Antifreeze is not acceptable for competition.** The driver of a vehicle that causes a delay in racing as outlined above because of antifreeze spilled on the race surface shall be disqualified from that day's event, lose 20 points and forfeit any payouts earned during that day's event.

NOTE: If a competitor's vehicle is not equipped with an engine containment system (diaper, belly pan, etc.) the first offense will result in a warning with no loss of points or forfeiture of earnings. Second offense will result in penalties. Simply put, if you have an engine containment system on your car, you have one opportunity to fix your problem.

Boundary Line Violations: Any vehicle that comes in contact with the outer guard wall will be a boundary line violation and immediately disqualified from competition. The "first or worst" rule applies in these situations. For example, a competitor who commits a boundary line violation will be disqualified and lose the round even though his/her opponent initiated a red light start.

In situations where a driver is making a single run in eliminations, he/she is considered the automatic winner once he/she stages under power, receives the start and breaks the stage beam. Lane boundary line crossing and red light disqualification rules do not apply on single runs. Additionally, if a vehicle breaks during the run and crosses the outer boundary and his/her competitor commits a foul (red light start or breakout pass), the vehicle that breaks will be considered the winner. The outer boundary violation is waived in this instance since proper racer etiquette calls for the driver/rider to move out of the lane of travel in order to minimize potential down time due to a fluid leak. However, the center line violation rule does apply in this circumstance.

Bracket Finals: All racers wishing to compete in the NHRA Summit Racing Series ET Finals must be members of NHRA and hold the required NHRA racing credentials. NHRA Officials will not accept driver credentials from another sanctioning body at this event. Only New England Dragway point's members are eligible to participate in the NHRA Summit Racing Series ET Finals.

Break Rule: If a vehicle breaks after receiving the green light, the pass need not be completed to receive round win status. However, a vehicle must record a reaction time under its own power in order for a run to be considered valid.

Breakage: All vehicles are considered race ready once they cross the top of staging. Any self-starting vehicle that loses fire or stalls and cannot restart in eliminations will be disqualified if they are unable to stage under their own power. Crewmembers are prohibited from assisting or touching any self-starting vehicle once it has crossed the double yellow line after the burnout area. Any vehicle that is unable to start in the staging lanes will be disqualified under the following conditions:

- a) Their laddered opponent is ready to race and stages the vehicle;
- b) The driver is unable to proceed with his/her pairing after crossing the top of staging.

Under no circumstance will a delay of more than 30 seconds be allowed per pair of competitors whether in the staging lanes or starting line area. During eliminations, if a New England Dragway official directs a competitor to stage because their pairing is unable to proceed in the allotted time, they must do so or be subject to disqualification. In the event a vehicle is unable to stage during time trials, the driver will not be allowed to make up that round if their eliminator has completed that round of time trials. Only New England Dragway personnel may touch a vehicle once it has crossed the double yellow line after the burnout area. When specified under class requirements, all vehicles must cross the top of staging and proceed to the water box under their own power.

Burnouts: Burnouts are limited to the concrete pad area using water only and are not permitted on any return road, in the pits or staging areas. Super Pro w/o front brakes, Super Comp, Top Dragster, and Top Sportsman drivers are allowed one burnout across the starting line under power. Length and time duration must be reasonable and in concert with your opponent. Racers must be in the water box and ready to begin their burnout when the car ahead of them is staged and ready to race or as directed by Water Box personnel. The burnout must begin as soon as the car ahead of them reaches the sixty foot mark. This procedure is put in place in order to prevent inordinate delays in completing a race program. Holding of a vehicle by a crewmember during a burnout is strictly prohibited.

Buy Backs: Super Pro ET, Pro ET, and Street ET racers who are eliminated in first round competition may purchase a buy back ticket. Racers must purchase their buy back ticket prior to beginning the second round of competition. Racers who are eliminated in second or later rounds of competition may not purchase a buy back ticket. 20 minutes after Super Pro's last car goes down the track, buybacks will no longer be sold.

Buy back entries will compete against each other at the beginning of the second round of competition before winners of round one compete for round two. Bye runs for buy back competitors will be awarded to the racer with the best reaction time in round one.

Bye Runs: The racer who records the best non-red reaction time in either qualifying/time trial session during a normal points race or New England Dragway major event eliminator will receive a bye run for first round if there is an odd number of vehicles in that eliminator. Bye runs do not carry over into the next round. In the event of a tie, the first racer to record the best non-red reaction time will be awarded the bye. If a bye run is not awarded due to an even number of cars, the driver selected for the bye run will have lane choice. Subsequent bye runs will be determined by the best non-red reaction time from the previous round until a ladder is generated. Bye runs for laddered rounds will be determined by the computer based on an NHRA Sportsman Ladder. No racer will be given more than one bye run during any event until all other racers left in competition have received a bye run for that event. This provision may be cause to override a bye run awarded by a computer produced ladder. In this case the bye run is awarded to the best reaction time from previous round if more than one person is eligible.

Cellular Phones: The use of cellular phones by the driver or co-driver while on the track is prohibited.

Center Line Violations: Any vehicle hitting a foam cube will be considered to have crossed the center line and immediately disqualified from competition. The "first or worst" rule applies in these situations. For example, a competitor who commits a center line violation will be disqualified and lose the round even though his/her opponent initiated a red light start or "breaks out."

Chassis Certifications: All vehicles running an elapsed time of 9.99 seconds or quicker or 135 mph or faster must have a valid NHRA Serialized Chassis Certification sticker. Chassis Certification stickers from another sanctioning body will not be accepted. Chassis Certifications can only be obtained by an inspection performed by an NHRA certified chassis inspector.

Children: An adult must accompany all children under the age of 16 at all times. Children under the age of 16 must be inside the cab of any vehicle entering a restricted area. Children riding in open golf carts are not allowed in any restricted areas.

Christmas Tree: Amber LED bulbs are installed on the New England Dragway Christmas Tree for all events.

Competition Single: A competition single (also known as a Break Single) is not considered a bye run. In order to advance to the next round of eliminations, the competitor must stage the vehicle under its own power and record a reaction time. The competitor is not required to make a complete run.

Computers/Data Recorders: Factory (OEM) installed computers are allowed. Portable computers (e.g., laptop, PDA, Palm Pilot, Programmer, etc. are allowed during competition. If a portable computer is used it must be securely mounted when located in drivers compartment at any point beyond the staging area ready line. All functions or values must be pre-set at this time. Tech Officials reserve the right to fail any vehicle that in their opinion does not provide for secure mounting of a portable computer. Data Recorders are permitted in Advanced and Super ET categories only, providing they do not control the operation of the vehicle while in competition. Data Recording Tachometers (“playback”- type) are allowed, providing they do not control the operation of the vehicle while in competition.

Contingency Program: Competitors must display a decal (one on each side of the vehicle) and meet the sponsor's requirements for each product before the first round of eliminations. Anyone found violating this provision by applying the appropriate decals after the first round of eliminations will forfeit all contingency payouts for that event and lose all points accumulated up to and including the day of the infraction. Winner and runner-up verification for contingency eligibility shall be completed immediately after the final round of eliminations. It is the responsibility of the driver claiming the contingency award(s) to have proof of purchase and/or serial numbers (when applicable) available for review by a track official during the verification process. All contingency verifications must be completed before leaving New England Dragway on the day of the event.

Cool Down Period: New England Dragway Track Officials will endeavor to provide a 15-minute cool down period between rounds. However, the Track Manager or his/her designate may impose a shorter cool down period on a case-by-case basis. All vehicles must be prepared to enter the staging lanes and be ready to race within 15 minutes of the previous round unless otherwise directed.

Courtesy Staging: A courtesy stage rule is in effect for all New England Dragway points eliminators. Both drivers must Pre-Stage before proceeding to a Stage or Deep Stage position. On points days, a driver who fails to courtesy stage will be given one warning. A subsequent violation will result in disqualification. Note: If a competitor fails to comply with the Courtesy Stage rule and is given a warning it does not constitute grounds for a rerun. Also, If both drivers take the tree, they have accepted any staging issues related to courtesy staging.

Credentials: Drivers must possess a valid state driver's license or appropriate NHRA Competition license to race at New England Dragway. Motorcycle riders must possess a valid state motorcycle license or appropriate NHRA Competition license to race at New England Dragway. Snowmobile competitors must possess a valid state driver's license or appropriate NHRA Competition license. Junior Dragster racers must possess a valid NHRA Competition License. Jr. Street racers must possess a valid NHRA Competition License. A NHRA Competition License is required for drivers representing Team New England Dragway at the annual Summit Racing Series ET Finals. Additionally, any individual wishing to have an Extended Tech Inspection performed on their vehicle must be a member of NHRA and possess the appropriate driving credential. All drivers must present their NHRA class license and valid operator's license when turning in their tech card. A racer must have one (1) tech card for each class they are entered. Credentials issued by another sanctioning body (IHRA, AHDR, etc.) will not be accepted.

Anyone under the age of 18 who wishes to compete in any New England Dragway program must obtain and provide an executed NHRA parental waiver. Additional information may be found under "Minors."

Crewmembers: Drivers are responsible for the conduct and actions of all crewmembers and may be subject to any penalties in conjunction with the specific violation. No one is allowed beyond the top of staging without a wristband. Crewmembers are required to wear a shirt and closed heel and toe shoes. Open toe shoes or sandals are not allowed. Crewmembers of door cars (excluding Dennis K. Burke Super Comp and Top Sportsman) may not cross the double stripe painted line located behind the starting line area. Dennis K. Burke Super Comp competitors are allowed one crewmember in the burnout area. Top Sportsman competitors are allowed two crewmembers in the burnout area. The crewmember(s) may not touch the vehicle once it crosses the double stripe painted line other than to arm a data recorder or turn on a nitrous bottle. This must be achieved before the vehicle is staged.

No one under the age of 16 is allowed beyond the top of staging unless they are in a fully enclosed vehicle. Golf carts, ATV's, four-wheelers, open pickup truck beds, etc., are not considered fully enclosed vehicles.

Crewmembers can enter a restricted area with their car, but not before. Crewmembers must leave the restricted area after their car runs.

Crosstalk: New England Dragway will activate the Compulink Crosstalk feature for each Super Pro Eliminator, Top Dragster and Top Sportsman race.

Data Recorders: Permitted in Advanced and Super ET categories only, providing they do not control the operation of the vehicle while in competition. Data Recording Tachometers (playback type) are allowed, providing they do not control the operation of the vehicle while in competition. All functions or values must be pre-set prior to crossing the ready line.

Deep Staging: Unless otherwise prohibited by individual class rules the practice of Deep Staging is allowed. The word DEEP must be placed on both sides of the vehicle and the front windshield so the starter and tower officials are aware of the racer's intentions. Any competitor who wishes to Deep Stage must stage their vehicle first. It is not the responsibility of the starter to wait for a vehicle to Deep Stage. To ensure a proper Deep Stage, competitors should Deep Stage before their opponent stages but not before their opponent Pre-Stages. A missed Deep Stage does not constitute grounds for a rerun.

Dial-Ins: All race vehicles must have the dial-in on the right front window, right side window, and the rear window of the car. Dial-ins on the rear tire are not acceptable. Dragsters or open-bodied vehicles must

place the dial-in on both sides of the vehicle. Dial-ins on the top of an inlet scoop on any vehicle are not acceptable. The dial-in must be clear and legible at all times. Dial-ins must meet the same size standards as competition numbers. See "Numbers" for additional information. The dial-in must be on your vehicle before you cross the ready line (located behind waterbox), electronic dial-in boards must be turned on before crossing the ready line. Blue illuminated dial-in boards are difficult to read and not recommended. Red and white illuminated dial in boards are preferred.

Dial-ins may only be changed after crossing the ready line (located behind waterbox) following a lengthy delay (oil down, weather delay, etc.), however, you must inform the tower and your opponent. Anyone found changing their dial-in beyond the ready line in any other circumstance will be disqualified. Once you have staged your vehicle, you have accepted your dial-in and/or your opponent's dial-in. If you notice the wrong dial-in for you or your competitor, do not pre-stage or stage the vehicle. Signal a track official and advise them of the incorrect dial-in.

There will be no reruns due to a wrong dial-in. In the event a dial-in is not legible or missing, the competitor will receive the same dial-in as their opponent. If a competitor fails to place a dial-in on their vehicle or attempts to dial outside the parameters for their eliminator, the dial-in of their opponent shall be used.

Drug and Alcohol Policy: Illegal drugs are not allowed on New England Dragway property at any time. Alcoholic beverages are not allowed inside the facility. Any racer, crewmember or spectator found to be under the influence of drugs or alcohol will be evicted, lose all points accumulated up to and including the day of the infraction, prohibited from New England Dragway for one year and subject to prosecution. If, in the opinion of the Track Manager or his/her designate, a driver/competitor appears to be under the influence of drugs or alcohol, he/she may request that a State of New Hampshire Certified Police Officer conduct a sobriety exam. Failure to submit to a sobriety test is grounds for immediate disqualification, loss of all points accumulated up to and including the day of the refusal, eviction from New England Dragway and suspension for a period of at least one year.

Electrical Outlets/Power Receptacle: No racer may plug into any New England Dragway electrical outlet or power receptacle without the permission of the Track Manager. Any racer found in violation of this provision shall be evicted from the property and lose all points accumulated up to and including the day of the infraction regardless of whether or not the violation took place on a points day or special event.

Extended Tech Inspection (ETI): An Extended Technical Inspection (ETI) program is available for racers who are members of the NHRA and hold a valid NHRA Competition Number and/or License. Enrollment in the New England Dragway points program is not mandatory. Inspections expire annually twelve months from the last day of the inspection month or until the end of the month that any SFI dated item expires; whichever is less. Anyone desiring an extended tech inspection must have a current list of SFI required equipment, including expiration dates, and present it to a New England Dragway Tech Official upon inspection. This information will be verified during the vehicle examination. Extended technical inspections may only be performed by NHRA/ SFI certified tech inspectors.

ETI is not available to vehicles running 7.49 seconds and quicker.

An ETI is only good for the driver and is not transferable. If the driver of a vehicle that has an ETI sticker attached changes, a new inspection must be completed. Failure to comply with the guidelines of the NHRA Rulebook or NHRA Extended Technical procedure jeopardizes a driver's right to participate in any event.

New England Dragway Tech Inspectors shall conduct random inspections throughout the year. Any discrepancies discovered during a random inspection may result in revocation of the ETI.

Grey Water/Septic Waste: The dumping of any tank on New England Dragway property is strictly forbidden. This includes "Grey Water" tanks, as well as septic tanks. New England Dragway property includes, but is not limited to all parking lots, pit areas, The Castles at Brentwood, and access roads. Violators of this provision are subject to the following penalties:

- a) Eviction from New England Dragway, Inc., property with no refund of any tickets including multi-day event tickets.
- b) Forfeiture of all points accumulated up to and including the date the violations occurred.
- c) Liability for any cleanup costs incurred by New England Dragway, Inc., plus a \$500 fine.
- d) Suspension from New England Dragway, Inc., until any fine(s) and cleanup costs are paid in full.

Hazardous Waste: All oil, gas and antifreeze must be dumped into the yellow waste oil barrels located throughout the facility. Racers are responsible for their crewmembers. Any person dumping oil, gas and antifreeze on the ground, in porta toilets, leaving an oil-filled container in the pits, or failing to immediately report a spill from their vehicle, will be subject to the following penalties:

- a) Eviction from New England Dragway, Inc., property with no refund of any tickets including multi-day event tickets.
- b) Forfeiture of all points accumulated up to and including the date the violations occurred.
- c) Liability for any cleanup costs incurred by New England Dragway, Inc., plus a \$500 fine.
- d) Suspension from New England Dragway, Inc., until any fine(s) and cleanup costs are paid in full.

Illegal Entry: Anyone attempting illegal entry into New England Dragway will be evicted immediately and prohibited from entering New England Dragway for the remainder of the season. Illegal entry includes, but is not limited to, hiding individuals in the back of a vehicle or in a motor home. Points members will lose all points up to and including the date of the offense. This provision will apply to all occupants of the vehicle. All violators are subject to prosecution.

Ladders: Pairing by ladders will be produced in accordance with the specific eliminator sections as follows:

- a) A ladder for Super Pro, Pro, and Street Eliminator competitors will be generated when there are 16 or fewer cars remaining.
- b) A ladder for Motorcycle, Junior Dragsters and Top Bike will be generated for the first round based on their time trial reaction times. Competitors in these categories must participate in eliminations in the order of the ladder. This means that the first two competitors to appear on a ladder must be the first pair to compete in that round.
- c) A ladder for Super Comp will be generated for the first round based upon the 8.90 index.

- d) A ladder for Super Gas will be generated for the first round based upon the 9.90 index.
- e) A ladder for Super Street will be generated for the first round based upon the 10.90 index.
- f) Ladders for other categories competing at New England Dragway will be generated in accordance with that eliminator's race format.

It is the responsibility of the racer to know who their laddered opponent is prior to entering the staging lanes. When an eliminator is on a ladder all competitors must report to the tech lanes before entering the staging lanes. A Tech Official will verify the pairing and direct competitors into the appropriate lane. This will help facilitate an orderly flow of cars and prevent unnecessary delays. Tech representatives will endeavor to ensure pairings are accurate and direct competitors into the appropriate staging lanes. However, if a competitor believes a pairing is incorrect he/she should not pre-stage or stage their vehicle. When you stage your vehicle, you are acknowledging that you accept the pairing.

Before a ladder is generated during eliminations two lanes will be open at a time. When the first two lanes are full two more will open. Staging lanes will be run at the staging lane director's discretion. No waiting on return road or in tech area for lanes to open. Any driver caught waiting for a lane to open will be paired by track official at time of infraction or disqualified. After entering the staging lanes, you are committed to that lane for that round of eliminations. Any driver caught changing lanes and/or lying back attempting to change or pick his/ her competition will be paired by track official at time of infraction or disqualified.

In lieu of ladders, random pairings may be used for all classes at the discretion of the Track Manager, Race Director or Tech Officials. When a ladder is not in effect vehicles are considered paired once they have completely crossed the Top of Staging Line. If a competitor believes a pairing is incorrect he/she should not pre-stage or stage their vehicle. When you stage your vehicle, you are acknowledging that you accept the pairing. In order to be placed on a ladder you must make a run in one of the qualifying sessions for that class. Late entries may be inserted on a ladder, unless otherwise specified in class rules, at the discretion of the Track Manager or Race Director.

Lane Assignment: Racers may select the lane they wish to run in during time trials by entering the appropriate staging lane. For the left lane, racers should proceed to the odd number lanes, and use the even numbered lanes for the right lane. Lanes will be filled on a first come, first served basis. If lane choice is important to you during time trials or qualifying, you are encouraged to be prepared and enter the lanes early. During eliminations, racers should refer to the Lane Choice procedure.

New England Dragway reserves the right to change this policy based upon car counts on any given race day. On regularly scheduled points days and special events, time trials will follow a pre-determined schedule. Once you have entered a staging lane, you may not cross over to another lane unless directed to do so by a New England Dragway Track Official. All racers must be ready to race once they are in the staging lanes. Waiting behind the crosswalk until all vehicles in front of you have crossed the top of staging is not allowed and may subject the driver to disqualification. Anyone caught "lane jumping" may be subject to disqualification. If there are an uneven number of cars in the lanes a track official designates the second car of each pair to move over.

Lane Choice: It is the responsibility of the racer to coordinate lane choice with their competitor. In most cases, this is accomplished by a coin toss. Once a ladder is generated lane choice will go to the individual

with the best reaction time from the previous round in Super Pro, Pro, Street, Motorcycle and Top Bike eliminators. The competitor who ran closest to the index without breaking out determines lane choice throughout eliminations for Super Comp, Super Gas, and Super Street. Track Officials are not responsible for choosing lanes and will not mediate any lane choice dispute. Both vehicles must be race ready when they cross the top of staging. Any inordinate delay will result in both vehicles being eliminated.

Jr Dragster lane choice will be accomplished by coin toss once in eliminations.

Competitors in Motorcycle and Top Bike shall align themselves in the staging lanes according to the printed ladder. Lane jumping in the staging lanes or after crossing the top of staging is strictly prohibited and will result in disqualification.

Laptop Computers: Portable Computers (e.g., laptop, PDA, Palm Pilot, programmer, etc.) are allowed, but may not be used during competition. See "Computers" for additional information.

Licensing: Drivers wishing to run 9.99 seconds or quicker or 135 mph or faster must possess a valid NHRA license (credential). NHRA License Applications and Physical Examination forms (if required by class) are available at Tech, in the tower, or online and must be completed before entering the staging area for license runs. A request for license runs must be made in order to ensure adequate observation by the Track Manager or his/her representative.

All drivers must complete a cockpit orientation test conducted by a Tech Department representative prior to requesting license runs. Drivers are encouraged to complete license runs during Wednesday Track Rentals or Saturday Test and Tune sessions. Drivers making license runs must clearly print the letters LIC on the front, side and rear windows before entering the staging lanes. Only single passes will be allowed. Drivers will not be allowed to dial in and/or run an elapsed time/MPH that is faster than their current license restrictions. No license runs will be allowed during qualifying for any New England Dragway points event. If a competitor exceeds the limits of their current credential, he/she will receive one warning. A subsequent violation will result in immediate disqualification.

New England Dragway will not accept licenses issued by other sanctioning bodies or organizations. All drivers, with the exception of Junior Dragster and Jr. Street, must possess a valid state operator's license for the type of vehicle they are driving (e.g. valid motorcycle operator's license, valid motor vehicle license, etc.). Junior Dragster and Jr. Street racers must possess a valid NHRA Competition License. All snowmobile/ATV competitors must possess a valid state operator's license. Under no circumstances will a state issued learner's permit be accepted for competition. Additional information regarding credentials may apply to certain competitors as outlined under "Credentials" elsewhere in this handbook.

Minors: Anyone under the age of 18 who wishes to compete in any New England Dragway program must provide a fully executed Minor Waiver Form. This Minor Waiver Form is only available from the track and may not be a photocopy or fax copy. Fully executed forms will be accepted at the Credentials Building. The individual's name will be kept on file indicating a valid Minor Waiver Form is on record. This form must be updated annually.

Mufflers: All Street Night competitors must use mufflers. Open headers or exhaust are not allowed on Street Nights. ***No inserts. Turbochargers accepted in lieu of mufflers.***

All Street Eliminator, Pro Eliminator, Super Pro Eliminator, Super Comp, Super Gas, Super Street, Motorcycle Eliminator, Top Sportsman, Top Dragster, and Top Bike entries must use mufflers during any VP Race Fuels ET Series or regularly scheduled points event. Open headers or exhaust are not allowed.

Any vehicle equipped with an exhaust cutout that may be employed from inside the vehicle with a cable, lever or other device shall be prohibited from competition. The only type of exhaust cutout considered legal for competition is one that has a blocking plate attached with a minimum of three 5/16th or larger bolts. In general, mufflers must meet the following criteria. A muffler must be produced by a recognized manufacturer who specifically indicates the device was produced as a sound reducing device. These include, but are not limited to, the following manufacturers: Borla, Dynamax, Thrush, Rewarder, and Flowmaster. New England Dragway Officials have the option of rejecting any vehicle that contradicts the spirit of our intent to maintain a "Good Neighbor" policy with the towns of Brentwood and Epping.

Multiple Drivers: In certain circumstances two drivers or more may operate one vehicle. Where allowed, a tech card must be completed for each driver.

Multiple Entries: In certain circumstances, entry into two eliminators is authorized with the purchase of another entry (i.e. Super Comp and Super Pro Eliminator; Pro Eliminator and Super Pro Eliminator; Street Eliminator and Pro Eliminator, etc.). It is not the responsibility of New England Dragway to wait for any competitor. Participation in two or more eliminators is the choice of the individual who shall be responsible for meeting the time mandates prescribed by the Race Director or Tech Department. If a competitor misses a round because he/she is unable to answer a staging call, no reruns or refunds will be authorized. All racers must be ready to enter the staging lanes and compete when called. Two racers may not enter the same vehicle in the same class.

Two racers may operate the same vehicle in different classes (i.e. driver A competes in Pro Eliminator; driver B competes in Street Eliminator). In these instances, a separate permanent type number must be utilized for each racer.

NHRA Rule Book: The NHRA Rule Book will be in effect at all races and utilized as outlined in the General Rules Statement. All Safety Rules provisions will adhere to the NHRA Rule Book. New England Dragway, Inc., reserves the right to mandate additional safety measures as needed.

Nitrous Oxide: The use of Nitrous Oxide will be permitted in accordance with current NHRA guidelines. External heating of nitrous bottles with an open flame is dangerous and potentially catastrophic and is **Strictly Forbidden**. Only acceptable thermostatically controlled heating blanket type devices may be used.

Numbers: Competition numbers are assigned to all racers. Points members receive a competition number when they enroll in the New England Dragway points program. Non-points members will be assigned a number during the tech inspection. Permanently numbered vehicles not enrolled in the New England Dragway points program may use that number during points events only if that number is not being utilized by a regularly enrolled racer in that class. Character width and height shall be as follows:

- a) A minimum of four (4) inches high and one (1 1/2) inches wide.
- b) Windshield Numbers: Must be minimum of three (3) inches high and one (1) inch wide
- c) Class designations must be at least three (3) inches high and one (1) inch wide.

Competition numbers and class designations shall be placed on the right front window, both side windows and rear window of the vehicle. Must be displayed in a legible manner in a contrasting color. When in competition (qualifying or eliminations), racers must notify the tower if the wrong car number appears on their time slip. Dial-ins must meet the same size standards as competition numbers.

Operating Hours: On Street Nights (Wednesday and Friday), the pit gate will open at 5 PM. Normal race time is between 6 PM and 10 PM. The track will be secured, and gates locked 30 minutes after the last run.

On Test and Tune days, the pit gate will open at 8 AM. Normal race time is between 9 AM and 5 PM (excludes major events). During those dates when overnight parking is not permitted the track will be secured and gates locked 30 minutes after the last run. Note: If staging lanes are low with cars for an extended amount of time after 3pm, the Race Director can shut down the race due to low car count

For VP Race Fuels ET Series events, the pit gate will open at 7:30 AM. Normal race time is between 9:00 AM and the final round of eliminations or that day's curfew as outlined by the Town of Epping Bylaws. The track will be secured, and gates locked 1 hour after the last run.

Special and major events follow a different schedule. Racers should check the New England Dragway Schedule for detailed information. Racers should prepare accordingly. Cookouts, dinner parties, extensive repairs, etc., are not an excuse for staying longer than the prescribed times. Racers may accomplish these tasks in Parking Lot 1 and stay overnight if desired (limited to self-contained units only).

Overnight Parking: During the 2025 season New England Dragway will permit overnight parking on certain dates and is limited to self-contained units. ***Tenting is not permitted.***

Racers wishing to stay overnight on Friday and are not racing that evening and arrive prior to 9 PM must purchase a spectator ticket for each member of their party. Those wishing to stay overnight on a Saturday and are not racing and arrive prior to 3 PM must purchase a spectator ticket for each member of their party. Racers arriving after 9 PM on Friday and 3 PM on Saturday will not be required to purchase a ticket for entry, but will be charged \$10 per vehicle. Racers, spectators and crewmembers who take advantage of the overnight stay privilege must go to the Credentials Building the following morning and purchase a wristband for that day's activities. Racers, spectators, and crew will be required to wear a wristband designated for that day. Anyone found not wearing the appropriate wristband will have one opportunity to purchase a wristband. Those failing to comply will be asked to leave the facility.

Pairings: During eliminations, if a ladder is not in effect, you are considered paired once you cross the Top of Staging Line.

If you break any time between the staging lanes and starting line, you are eliminated, and your opponent will receive a competition single. If you are told by a track official to shut off your engine for a leak or other circumstance, which in the starter's opinion presents an unsafe situation, you are considered eliminated and your opponent will receive a competition single.

If you believe you are incorrectly paired, you must notify a track official before staging your vehicle. When you stage your vehicle, you are acknowledging that you accept the pairing. No reruns shall be authorized in the event of an incorrect pairing.

Payment: Any individual submitting a check as payment, which is subsequently returned to New England Dragway, Inc., for insufficient funds shall incur a \$75 returned check fee. The racer will be ineligible for entry into any New England Dragway activity until the returned check fee and original amount due is paid in full. Any individual found in arrears for a payment due to New England Dragway will not be allowed entry into the facility until the past due amount is paid in full, including any interest charges.

Payouts: All racers must submit a completed (top and bottom) signed tech card in order to receive purse money. New England Dragway points members who have submitted a W9 Form only need last 4 digits of SSN as opposed to entire SSN. New England Dragway points members will receive preprinted labels each points day, alleviating the need to manually fill out the card. However, each card must be signed and shall be checked for accuracy before turning it in. This includes the type of vehicle being entered into competition for that event. Non-points members must completely fill out (top and bottom) the card to receive payment. Checks will be available the following race week in the New England Dragway Credentials Building. Checks not picked up will be mailed within five working days. In the event an eliminator is rained out after the first round is completed, payouts will be awarded according to the results of the last completed round.

Payouts for exhibition and pro cars for major events will be made at the main office. Checks not picked up within one hour after the completion of the last run will be mailed on the next business day.

If an issued payout check is lost, stolen or not received, the person to whom the check was issued will have the following responsibilities and options:

- a) You are responsible for reporting a lost, stolen or non-received check to New England Dragway, Inc., as soon as you know its status.
- b) You are required to sign a statement certifying the check was lost, stolen or not received.
- c) If you wish to have a replacement check sooner than 90 days from the issue date of the missing check, you will need New England Dragway to place a Stop Payment Order on the missing check. There is a \$25.00 fee associated with this action, which will be deducted from the reissued check.
- d) If you choose not to have a Stop Payment Order placed on the lost, stolen or non-received check, you must wait 90 days from the date of the first issued check, at which point New England Dragway will replace the original check providing it was not processed through the bank. New England Dragway cannot be held responsible for lost, stolen or non-received checks. If it is not possible to place a Stop Payment Order because the check has already been cashed, the person to whom the check was issued shall bear the responsibility of the missing check.

Photographs: Film or digital cameras may not be used within any vehicle engaged in competition unless it is properly secured. Any driver or co-driver found using a film/digital camera, or other video recording device within a vehicle during a run that does not have a mounting system approved by the Tech Department will be subject to removal from New England Dragway at the discretion of the Track Manager or his/her designate.

Only credentialed media representatives are allowed to photograph a run in a restricted area. Drivers wishing to obtain photographs of their vehicle should contact a representative of New England Dragway's authorized photographic services provider. Crewmembers wishing to photograph, or video record a vehicle may do so along the fence line directly in front of the grandstands or from the grandstands.

The sale of photographs or other images taken at any New England Dragway event is strictly prohibited unless otherwise approved by the Track Manager or his/her designate. All rights to advertising, promotion, filming, recording exhibition, and other exploitations of any New England Dragway event, the participants and vehicles entered in the event, and their activities at the site of the event before, during and after the event are reserved to New England Dragway, Inc., and its assigns.

Participants hereby grant New England Dragway, Inc., and its assigns full and unconditional permission to make still or motion pictures and any other type of audio or visual recordings of their activities at the site of the event before, during and after the event, and the exclusive, worldwide and perpetual rights to use the same, together with their names, likeness, and biographies of participants, and the names, likeness, and date of, or relating to, their entered vehicles for publicity, advertising, exhibition or exploitation, whether or not for profit, in print, audio, video and other communications media by reproduction and sale or other distribution by any and all means now known or hereafter developed.

Pit Parking: New England Dragway, Inc., accepts no responsibility for the security or safekeeping of any vehicle left on its property. The saving of pit spaces is not permitted. All pit parking, other than reserved pit parking, is on a first-come, first-served basis. If, in the opinion of New England Dragway officials, a vehicle is occupying more than a reasonable amount of pit space for their vehicle, they may require that vehicle to be relocated.

In preparation for the NHRA National Event Drag Racing Series in June, and the Lucas Oil Divisional Racing Series race in August, only those racers participating in those races may leave their RV's, race vehicles or trailers in a designated area. All others must be removed from the property or moved into a designated holding area by the completion of the race day on May 26th until June 4th, and August 9th until August 19th or they will be towed at the owner's expense.

For all other dates that trailers need to be off the property or in a designated parking area, please see the 2025 parking agreement. If you have any questions, please call the office 603-679-8001.

Only New England Dragway points members may leave their race vehicle inside the facility during the week. A special parking waiver is available in the Credentials Building and must be signed and witnessed before permission is granted. Failure to comply with this procedure may result in the vehicle being towed from the facility at the owner's expense. All RV's, race vehicles, trailers, two, three or four wheeled pit/tow vehicles and golf carts that will remain on the property must be parked in the reserved or expanded upper pit area at least 25 feet away from asphalt.

Reserved Pit Parking spots are available only to New England Dragway points members. The cost to purchase a reserved pit parking spot is \$250.00 for the race season. Only one spot may be purchased for each points entry. The spot will be available for your exclusive use on New England Dragway produced race days. All reserved spots will be located in the upper pit area and marked appropriately by New England Dragway. If you have not purchased a reserved pit parking spot you will not be allowed to use

that spot and asked to move to a non-reserved pit parking spot. Reserved spots are renewable yearly. Reserved spots not renewed will be offered to the next racer on a waiting list. Reserved spots may not be awarded, handed down, or assigned to another racer by a racer without the permission of the Track Manager. To be added to a waiting list you must contact the New England Dragway office.

In general, no vehicle may be left on any lower pit area, or in the fenced in grass area commonly known as the car show area during the week. Detailed instructions are listed in the parking waiver. The competition number of the race vehicle must be clearly displayed on any trailer or vehicle left inside the facility. At the conclusion of the race season, all vehicles must be removed from the property no later than the last scheduled race day in October 2025.

Points: The following provisions regarding points pertain to those racers competing in the VP Race Fuels ET Series:

- a) Points will only be awarded to drivers enrolled in the points program, and only after receipt of a fully paid enrollment. Points may be earned on the day the member joins the points program providing that enrollment is completed before the first round of eliminations start. Anyone joining the points program on a points day will pay the full racing fee on the day they join the program.
- b) Points may not be transferred between classes. Your vehicle must be staged under its own power in order to receive points. Racers can only earn points for one eliminator unless they have paid the enrollment fee for another eliminator.

Points will be awarded as follows:

- a) Drivers earn 10 points for staging in the first round of eliminations.
- b) The winners of the first round will receive 10 points.
- c) Winners of subsequent rounds will receive 10 additional points.
- d) Semi-final losers will receive one (1) extra point.
- e) Runners-up will receive two (2) extra points.
- f) Eliminator winners will receive three (3) extra points.
- g) Buy Back round winners in Super Pro, Pro and Street (beginning with round 3) will earn 5 points for each round won. Buy Back round winners do not receive additional points as noted above for semi-final, runner-up or win positions.
- h) The VP Racing Fuels ET Racing Series will consist of 14 races with zero (0) drops.

In the event an eliminator is rained out, points will be awarded according to the results of the last completed round.

The following provisions regarding points pertain to those racers competing in the Dennis K. Burke Super Comp Series:

- a) A racer must be a paid member of the Super Comp series prior to qualifying to earn qualifying points, and prior to eliminations to earn round points.
- b) Points are awarded for qualifying positions on the ladder. The number one qualifier will receive 32 points, the number two qualifier 31 points, and so on through the number 32 position earning 1 point. Positions 33 and lower would receive no qualifying points.
- c) Racers are responsible for verifying their position on the ladder. If an error exists, and not brought to the attention of a track official before the beginning of first round, the position will stand.
- d) If a qualified entry is unable to compete in the first round, that racer shall receive qualifying points only.
- e) Changing of race cars is prohibited. Their opponent on the ladder will receive a competition single.
- f) Points are earned for each round of competition. A racer earns 100 points for first round. Vehicle must stage under its own power and the racer must record a reaction time ("take the tree"). For each subsequent round, the vehicle must stage to receive points for that round. Each round win earns 100 points, with an additional 100 points awarded to the race winner.
- g) Races that are not completed after the start of eliminations will not be rescheduled. The points earned up to the last completed round will be the total, and the remaining round winners will receive an additional 100 points.

End of season ties in the Super Comp Series will be broken in the following manner:

- I. The racer who attended the most point races
- II. The racer with the greater total of qualifying points.
- III. If a tie still exists there will be a run-off. If a racer is not present for a run-off the racer present is awarded the position. If a run-off is otherwise not possible, and a tie still exists, the last time slips of the tied racers will be compared as though they had race one another and a "winner" determined.
- IV. In the event an eliminator is rained out, points will be awarded according to the results of the last completed round.

Protests: Any driver/rider wishing to enter a protest must meet with the Track Manager or his/her designate immediately after the alleged incident took place. No consideration will be given for a protest due to staging with an incorrect dial in or incorrect pairing. An individual lodging a protest for illegal or prohibited equipment must complete a protest form specifically outlining the alleged infraction and leave a \$100 cash deposit. When time permits, a representative from New England Dragway will inspect the vehicle for the alleged infraction.

If the vehicle is found in compliance, the \$100 deposit will be forfeited and awarded to the accused driver. If the vehicle is found to be in violation of New England Dragway requirements, the \$100 deposit will be

returned. In the event an infraction is found, the individual will be subject to the penalties pertaining to the violation.

Public Address Announcements: Racers should pay particular attention to the New England Dragway PA announcements for calls to staging or other important information that may be broadcast throughout the day. New England Dragway also broadcasts simultaneously on FM frequency 87.9. Racers may request announcements; however New England Dragway reserves the right to limit such requests and each will be considered on a case-by-case basis. Racers may request such announcements from any uniformed New England Dragway representative who has a radio and can relay the information to the tower. New England Dragway is not responsible for “unheard” calls to the lanes. Racers should always be aware of what class is running.

Qualifying: When paired for qualifying you must make the run at that time or lose that round. If you are shut off during a qualifying session you may not make a qualifying run unless the Race Director, at his/her discretion allow a vehicle that is shut off in qualifying to make a run after all other vehicles in that category have completed their run.

Race Entry: A vehicle is considered entered into the race once the tech card is turned in. If a vehicle should break anytime thereafter on a points day, the racer is eliminated should they be unable to make the next round of eliminations. This provision applies to an eliminator's specific time trials or eliminations.

If a vehicle breaks prior to crossing the top of staging for the first time during an event a racer raincheck may be issued at the discretion of the Track Manager on a case by case basis depending on the time of day and when that person intends to leave. In all cases this request must be made prior to the second round of eliminations in that class.

If a vehicle breaks after it has made one qualifying run no racer raincheck shall be issued.

Two drivers may not enter the same vehicle in the same class. Two drivers may enter the same vehicle in separate classes.

Race Format: Except as outlined by class requirements New England Dragway typically runs all of its programs utilizing the quarter mile. However, there are circumstances that may dictate running eliminators in an eighth-mile format. The decision to change formats is determined by the Track Manager or his/her designate at any time during a race without prior notice.

Radio Communications: In general, the use of radios for the purpose of communicating with a driver is allowable. However, the use of a communications device including, but not limited to AM/FM transmitters, receivers or transceivers and cellular phones for the purpose of advising a competitor about their position on the track in relation to their competition is strictly prohibited. Anyone caught violating this provision shall forfeit all points accumulated up to and including the date the violation occurred and prohibited from competition for a period of not less than 30 days from the date of violation.

Rain Dates: There will be no makeup races or rain dates for any New England Dragway VP Race Fuels ET Series eliminator, as well as the Super Comp Series, Super Gas Series, Super Street Series, Outlaw Racing 10.5 Series, Top Dragster, Top Sportsman, Pro Dial and Top Bike.

Raincheck Policy: On points days, if one round of time trials is complete and the event is subsequently rained out the racer raincheck will be reduced by \$20. If two rounds of time trials are complete and the event is subsequently rained out the racer raincheck will be reduced by \$30.

During major events the raincheck policy shall apply if the first round of professional racing is not completed. If the first round of professional racing is completed no raincheck will be issued. In most cases the original ticket shall serve as a raincheck when an event is rained out. If an individual loses his/her ticket, no duplicate shall be issued. In those instances where the original ticket will not be honored as a raincheck the individual must listen for additional instructions before leaving the facility.

NOTE: The \$5 insurance/environmental disposal surcharge will not be refunded whenever any racing activity has started and subsequently terminated.

On Wednesdays and Fridays, a race day will be considered complete if racing continues for two hours. On test and tune days if one hour of racing is complete then \$20 shall be deducted from the value of a raincheck. If two hours of racing is complete no rainchecks will be authorized.

On all regularly scheduled points days, a race will be considered complete if any one eliminator completes one round of competition. In the event the first round of eliminations is completed for a particular eliminator and the event is subsequently rained out, all purse money will be divided equally among the competitors who are still in competition in that completed eliminator and points will be awarded in accordance with the current points program. No rainchecks will be issued to that group.

If an eliminator has not finished the first round of eliminations due to weather conditions or other unforeseen circumstances, the original ticket shall serve as a raincheck and its validity verified on any subsequent entry date subject to the provisions outlined earlier in this section. Note: If rain check has been issued, no points will be award for that class(including qualifying points).

In those instances where the original ticket will not be honored for a subsequent event, you must pick up your raincheck before exiting the facility.

If two rounds of time trials in any category are completed on a points day no spectator/crew rainchecks will be issued.

Cancelled points races or dates will not be completed on a subsequent date. New England Dragway, Inc., is not responsible for the appearance, performance or any breach of contract between the drivers/owners of any scheduled cars on the track.

Refunds: All vehicles are considered race ready upon entering New England Dragway. If a vehicle breaks once it has crossed the top of staging, no refunds will be issued. Substitute entries are not permitted for T&T. This provision includes all race days and is not limited to structured eliminators or points days. No refunds are authorized for any individual who is removed from New England Dragway, Inc., property for a rules infraction.

Reruns: A track official may call for a rerun if he/she did not feel that a fair race was held. Each racer must use the same lane and dial-in as the first run. No rerun will be granted for staging to a wrong dial-in,

incorrect pairing or a missed deep stage. If a track official calls for a rerun and a racer cannot or will not return for a rerun, they will be disqualified.

Restricted Areas: No one is allowed beyond the top of staging without a ***Restricted Area Crew wristband***. Crewmembers are required to wear a shirt and closed heel and toe shoes. Open toe shoes or sandals are not allowed.

Crewmembers of door cars (excluding Super Comp, Top Dragster, and Top Sportsman) may not cross the double stripe painted line located behind the starting line area. Super Comp competitors are allowed one crewmember in the burnout area. Top Dragster and Top Sportsman competitors are allowed two crewmembers in the burnout area. The crewmember(s) may not touch the vehicle once it crosses the double stripe painted line other than to arm a data recorder or turn on a nitrous bottle. This must be achieved before the vehicle is staged.

No one under the age of 16 is allowed beyond the top of staging unless they are in a fully enclosed vehicle. Golf carts, ATV's, four-wheelers, open pickup truck beds, etc., are not considered fully enclosed vehicles.

Dragsters and altereds not equipped with front brakes are allowed one crewmember in the starting line area to aid in backing up the car and assist with staging. Unless otherwise specified in class rules a crewmember may not touch the vehicle at any time and must immediately return to the area behind the double stripe painted line once the vehicle is staged other than to arm a data recorder or turn on a nitrous bottle. This must be achieved before the vehicle is staged.

Racers are prohibited from entering the restricted area beyond the scale building heading toward the shut-down area unless it is solely for the purpose of assisting a vehicle they are affiliated with. Racers, crewmembers and spectators are prohibited from entering the RV area located on motor home hill unless they hold a valid ticket for that area.

The area beyond the top of staging is not a viewing area. In accordance with current insurance guidelines, all crewmembers not assisting the vehicle as outlined above and competitors must remain behind the line at the top of staging or utilize the grandstands.

Roller Blades/Roller Skates, Skateboards, Scooters: The use of skateboards on New England Dragway property is prohibited. The use of roller blades or roller skates on New England Dragway property is prohibited. The use of "Razor" style, non-motorized scooters is prohibited. Individuals found using any of these items will have them confiscated. The use of motorized scooters is limited to individuals possessing a valid state operator's license.

Run Order: In respect to our neighbors, the following Run Order will be in effect for the 2025 season during all VP Race Fuels ET Series events:

- Street Eliminator
- Jr Street
- Pro Eliminator
- Super Pro Eliminator
- Top Bike (when applicable)
- Motorcycle/Snowmobile
- Jr Dragster Eliminator

- Top Dragster (when applicable)
- ASRA Stock / Super Stock (when applicable)
- Super Gas Eliminator (when applicable)
- Super Street Eliminator (when applicable)
- Super Comp Series (when applicable)
- Test & Tune

Track Officials reserve the right to amend this run order at their discretion.

Scoreboards: The Scoreboards provide an unofficial display of a run for the convenience of racers and spectators. The tower clocks provide the official documentation of a particular run and will be final should a discrepancy occur.

Self-Starting: All ET Program entries, excluding Junior Dragster and Motorcycles, must be self-starting.

Sound Curfew: No race engines may be started before 1 PM or after 5 PM on Wednesday track rentals. No unmuffled engines will be allowed during Street Night sessions. (Turbochargers are considered mufflers) No race engines may be started before 9 AM or after 11 PM on Saturday. No race engines may be started before 9 AM or after 9 PM on Sunday. Respect our neighbors or you will be told to leave with no refund for you or your crew even if you have paid for a weekend pass. Track officials reserve the right to disqualify any vehicle because of excessive sound even though it may be equipped with a muffler.

Speed Limit: The speed limit on all roads and the pit area is 10 MPH. These areas include all parking areas including the outer parking lots. The following penalties will apply to any person operating a vehicle in an unsafe manner (burnouts, excessive speed, reckless operation, etc.):

- First Offense: A written warning. The name, points number or vehicle registration number, along with the name of the individual will be recorded and held on file for the remainder of the season.
- Second Offense: Eviction from New England Dragway for that day and loss of all points for that day.
- Third Offense: Eviction from New England Dragway for that day, suspension for 30 days and loss of all points accumulated up to and including the date of offense.
- Fourth Offense: Suspension from New England Dragway for one year and loss of all points.

NOTE: If, in the opinion of New England Dragway management, an incident is indicative of gross negligence or wanton disregard for this provision, a more stringent penalty may be imposed without regard to prior incidents or history.

Staging: All vehicles must stage under their own power. Bye runs and competition singles must record a reaction time under their own power in order to win that round. When staging your vehicle, you are accepting all track conditions, your opponent, dial-ins and the weather. Staging your vehicle indicates you are ready for that round of competition.

A competitor's final staging motion, using the vehicle's applied power, must be in a forward motion going from the Pre-Stage to Stage position. Failure to comply with this forward motion provision shall result in disqualification. In no case will the starter wait more than 30 seconds for a vehicle to stage.

When specified under class requirements, all vehicles must cross the top of staging and proceed to the water box under their own power.

Substitute Entries: If a vehicle breaks during qualifying, including after its second-time trial or qualifying run, but before the first round of eliminations, a substitute vehicle may be entered into the race. The vehicle must meet all class and safety regulations, as well as pass a tech inspection. If the vehicle breaks after the second round of time trials or qualifying another time trial or qualifying pass will not be granted.

Substitutions may be made only during qualifying. No substitutions are allowed after the first or subsequent rounds of competition. The substitute vehicle will have "SUB" written on the front window. Drivers entering a substitute entry will race for purse only and will not gain points except as follows. If the vehicle breaks after the tech card is turned in, but before a time trial or qualifying run is made, a substitute entry may be utilized without purchasing another tech card or paying an additional entry fee and the driver may accumulate points. No driver may operate two vehicles in the same eliminator. Two drivers may not operate one vehicle in the same eliminator. Two drivers may operate one vehicle in separate eliminators.

No driver may utilize a substitute vehicle until he or she has proven to track officials that they are thoroughly familiar with the vehicle.

Tail lights: All vehicles must be equipped with a working tail light. All tail lights must be turned on whenever track lighting is activated. Strobe, flashing, high intensity, laser, infrared, photo sensitive, or other light emitting/receiving device prohibited.

Tech Inspection: All vehicles must pass a New England Dragway Tech Inspection prior to entering the staging lanes. All entries that are required to have specific equipment meeting SFI guidelines must have the category number, brand and serial number (where applicable) available for review by tech officials at the time of inspection. Example: Harmonic Balancer - ATI 18.1; Flywheel Shield - Lakewood 6.1, serial # 000000.

Any person that does not stop at Tech before making their first run of the day will be immediately evicted from New England Dragway. On bracket program days, a racer will lose all points accumulated up to and including the date of the offense. No refunds will be authorized.

Race vehicles on trailers are not allowed in the Tech Inspection Lanes.

Test & Tune Events: There are a number of structured points and non-points eliminators scheduled on Test and Tune dates (e.g. Top Bike, Super Comp, Super Gas, Super Street etc.). In addition, certain specialty days may be rescheduled to Test and Tune dates (e.g. Nostalgia Events, etc.). Any structured eliminator or event rescheduled to a Test and Tune date will have priority over all other vehicles.

Testing: There are certain instances where a points eliminator that provides a payout takes place on a Test and Tune day. A racer participating in such an eliminator may not participate in the test session while

in competition. In addition, any racer who is eliminated in a paid points event may not participate in the test session unless he or she purchases a test session wristband.

In those categories that have purchased a test session wristband and are participating in a non-payout eliminator (e.g. Street Fighter, Outlaw 10.5, etc.), the option to participate in the test session may be curtailed because of larger than expected vehicle counts. The decision to effect this change shall be determined by the Track Manager or his/her designate without prior notice. If participation in a test session as outlined in this paragraph is authorized competitors must be ready to enter the lanes when their respective category is called or forfeit that round of qualifying. Testing once eliminations are underway is not permitted.

Tech Cards: Participants who receive pre-printed tech cards in conjunction with the benefits of points membership must ensure the vehicle listed on the tech card is the same vehicle they are entering into the day's event. If a racer is found running a different vehicle than that listed on the tech card, he/she may be disqualified and lose any points accumulated up to and including that event. No refund of race fees will be authorized.

Tie Breakers: Tie breakers will normally be conducted on two points days before the NHRA Summit Racing Series ET Finals. This must be done in order to ensure a complete roster is submitted to NHRA officials. It is the responsibility of the racer to check their current standing. If a tie breaker is deemed necessary and a racer is absent, he/she will have been considered as forfeiting their position. In the event both racers are absent, the first racer to have attained the current point standing will have precedence. Additional information about eligibility for the NHRA Summit Racing Series ET Finals is contained elsewhere in this handbook.

Ties will be broken by means of a runoff between the affected competitors. Index classes will be determined using the current index, while bracket classes will run using the dial-in format. Lane choice shall be determined by a coin toss.

Time Trials: New England Dragway will attempt to provide all eliminators with two-time trials on a single points day weekend. However, track officials may, at their discretion, may only allow one-time trial during certain circumstances including, but not limited to impending inclement weather conditions, car count, or time constraints. On double header points weekends, only ONE (1) time run will be held on Sundays for all VP Fuels ET classes. If other classes are contested(ex: SC, SG, SST, Outlaw 10.5, etc.) they will received their 2 time runs for qualifying purposes unless impending inclement weather conditions, car count, or time constraints are possible.

TruSTART: Compulink TruSTART system will be used for all ET racing at New England Dragway and also at NHRA Summit ET. TruStart eliminates the previous system where the first competitor to red light in a dual red-light situation is eliminated. TruStart calculates which racer has the worst red light and awards the win to the competitor with the less flagrant violation. The win light will not be displayed until both cars have left the starting line.

Tow Vehicles: Tow Vehicles are limited to golf carts, three-wheel ATV's and four-wheel ATV's. Full size tow vehicles are not allowed for any Sportsman or E.T. vehicle. All tow vehicles must have the number of their race vehicle and a D1-Pit Vehicle Sticker clearly displayed on the vehicle. Only a licensed driver may

operate a tow vehicle. All tow vehicles must have a working headlight and taillight. Only one tow vehicle is permitted per race car. Tow vehicles must yield to race vehicles at all times.

All tow or pit vehicles must display a D1-Pit Vehicle Sticker. Stickers may be purchased at the Credentials Building. Proof of insurance must be provided. Racers who do not have insurance must purchase a NHRA policy at the Credentials Building.

ATV type vehicles and golf carts are only permitted to access designated pit areas, return roads and access roads. The operator of any ATV type vehicle or golf cart that damages New England Dragway, Inc., property shall be required to make restitution in the amount of at least \$200 or higher, at the discretion of track management. Racing privileges shall be suspended until the amount is paid in full. This provision applies to the driver of a competition vehicle even though it may be a crewmember, guest of the competitor, or anyone using the property of the competitor who commits the violation. NED will tow race vehicles off the track into a secure area for pick up.

All scooters, golf carts, or ATV's not towing a vehicle are prohibited from the staging lanes, and the area beyond the top of staging. All tow vehicles that are permitted beyond the top of staging in accordance with this policy must not block the operation of any track safety vehicle or track equipment.

All tow or pit vehicles are prohibited from entering the areas in front of the bleachers, concession area, pavilion area and novelty booth area. No riders are permitted on ATV type vehicles that were designed for single person use. Any passenger under the age of 16 who is a passenger on an ATV, scooter or moped that was designed for passengers must wear a helmet.

In those instances where overnight parking is allowed inside the facility, all pit vehicles, including golf carts and ATV's must be secured one hour after conclusion of racing. The speed limit on all roads and the pit area is 10 MPH. These areas include all parking areas including the outer parking lots. The following penalties will apply to ALL persons in/on a vehicle acting in an unsafe manner during race hours and afterhours (burnouts, excessive speed, reckless operation, etc.):

First Offense: Eviction from New England Dragway for that day and loss of all points for that day. If person(s) on vehicle are underage, the parents of those individuals will also face the same penalty.

Second Offense: Eviction from New England Dragway for that day, suspension for 30 days and loss of all points accumulated up to and including the date of offense. If person(s) on vehicle are underage, the parents of those individuals will also face the same penalty.

Third Offense: Suspension from New England Dragway for one year and loss of all points. If person(s) on vehicle are underage, the parents of those individuals will also face the same penalty.

NOTE: If, in the opinion of New England Dragway management, an incident is indicative of gross negligence or wanton disregard for this provision, a more stringent penalty may be imposed without regard to prior incidents or history.

Tow vehicles operated in an unsafe manner, or operated by a non-licensed driver or minor, are subject to confiscation. This provision includes, but is not limited to, joyriding, too many passengers, speeding or wheelies. Continued violations of this policy may result in more stringent measures being initiated by the management of New England Dragway.

Tower Access: Access to the New England Dragway tower (race control) is limited to employees only. Racers may enter the race control room for official business only and leave once their particular situation is addressed. Access to VIP suites and tower observation deck is limited to those individuals with the proper credential.

Track Officials: Track Officials must be obeyed at all times. If you do not understand the track rules, be sure to ask a Track Official before proceeding to the staging lanes or starting line. Any racer, crewmember or spectator who verbally or physically abuses any Track Official will be subject to the following penalties:

- a) First Offense: Immediate eviction from New England Dragway and loss of all points accumulated up to and including the date of the offense and/or police arrest.
- b) Second Offense: Immediate eviction from New England Dragway, loss of all points accumulated up to and including the date of the offense, suspension for 30 days; and/or police arrest.
- c) Third Offense: Immediate eviction from New England Dragway, loss of all points accumulated up to and including the date of the offense; suspension for one year and/or police arrest.

Trespassing: Anyone caught entering an unattended New England Dragway building without prior permission will be considered trespassing. Violators of this provision will be evicted from the property and lose all points accumulated up to and including the day of the infraction. Additionally, an individual may be subject to arrest and prosecution.

Use of Prohibited Devices or Items: Anyone caught using a prohibited device will be subject to the following penalties:

- a) First Offense: Immediate eviction from New England Dragway and loss of all points accumulated up to and including the date of the offense; suspension for 30 days.
- b) Second Offense: Immediate eviction from New England Dragway, loss of all points accumulated up to and including the date of the offense; suspension for one year.

Details regarding prohibited devices are outlined in the specific eliminator or class sections found elsewhere in this handbook and the current NHRA Rule Book.

Video Cameras: Video cameras may not be used within any vehicle unless it is properly secured. Cameras may not be attached with suction cups, wire ties, hose clamps etc. For any camera mount to any vehicle, all mounting brackets, associated fasteners, hardware, etc. from the camera to the vehicle attachment point must be metal, no plastic or nonmetallic components permitted. For all vehicles, attachment to the driver, the drivers helmet, or the steering wheel/handle bars prohibited. Any driver or co-driver found using a video camera within a vehicle during a run that does not have a mounting system approved by the Tech Department will be subject to removal from New England Dragway at the discretion of the Track Manager or his/her designate.

Waivers: All racers and crewmembers must read and sign the Release and Waiver of Liability Agreement Form at the ticket booth, Credentials Building or Tech Shack when they purchase their wristband. Anyone who does not purchase a wristband may not enter a restricted area. Separate color wristbands will be

issued to distinguish drivers from crewmembers. Only those individuals with a driver's wristband may enter competition.

Anyone found using a false or fictitious name when signing the waiver will be subject to immediate eviction from New England Dragway.

Positive photo identification is required for anyone signing the waiver.

Warm-ups: Racers may not utilize the return road on either side of the track for warm-up purposes. All vehicles, including junior dragsters must have a qualified driver completely in the vehicle during warm-ups. The practice of trans-brake testing, converter stalls, line lock testing is prohibited except in the starting line approach area, or unless the vehicle is on jack stands. Transmission warming by driving through the pit area is not encouraged and prohibited on either return road.

Wristbands: Wristbands are required for all drivers and spectators. Additionally, all crewmembers wishing to enter a restricted area or act as a co-driver (where allowed) must purchase a Restricted Area Crew wristband.

Wristband Swapping: Under State of New Hampshire law swapping wristbands is considered a theft of services and punishable as a criminal offense. New England Dragway, Inc., has adopted a Zero Tolerance policy for this act. Anyone caught swapping wristbands (this includes but is not limited to wearing a wristband not issued to them, cutting and taping a wristband) shall be arrested, immediately removed from the premises, prosecuted and prohibited from participating at any New England Dragway event for a period of one year.

General Safety Procedures

The current year NHRA Rule Book mandates specific safety requirements for vehicles participating at all member tracks. Safety requirements specified in the current year NHRA Rule Book shall be in effect during all New England Dragway race events and take precedence over information contained in this handbook. Additionally, New England Dragway representatives have the right to disqualify an entry if in their opinion; the vehicle presents a potential risk for the driver, crewmembers, other racers, track personnel or spectators.

New England Dragway, Inc. makes no representations, warranties, or assurances that a technical inspection will discover discrepancies in a driver's personal protective equipment, detect any malfunction of required vehicle safety equipment or prevent injury, death or property damage. A participant agrees that he/she bears ultimate responsibility at all times for the safety of their vehicle and its equipment and ensuring he/she complies with all applicable safety and procedural rules. Additionally, a participant agrees he/she bears ultimate responsibility for accepting track conditions.

Engine Containment System (diaper): The current NHRA Rule Book mandates use of an Engine Containment System for certain classes. However, New England Dragway strongly encourages their use in all vehicles. All vehicles running an elapsed time of 10.99 seconds or quicker shall be required to install an approved Engine Containment System in their vehicle. This shall apply to all New England Dragway

bracket classes and includes those racers who only participate in Test and Tune sessions. Unless specifically prescribed by the current NHRA Rule Book an approved New England Dragway Engine Containment System can consist of a non-SFI certified lower engine containment device including belly pans.

Excessive Braking: The practice of excessive braking has the potential to create an unsafe condition for the participant and their opponent. Excessive braking that results in a skid, tire smoke, ill handling, or loss of control of the vehicle to avoid a breakout run will result in immediate disqualification of the competitor, loss of all points accumulated up to and including the date of the offense; and forfeiture of any payouts for that eliminator. Subsequent violations within the same calendar year may be grounds for a revocation of all competition privileges.

Whether or not an excessive braking situation is grounds for disqualification shall be determined at the sole and absolute discretion of the Track Manager or his/her designate.

Jack Stands: No work may be done under any vehicle supported only by a hydraulic or mechanical jack. Additional safety devices such as jack stands are mandatory in order to provide extra protection. This also applies to the practice of warming vehicles in the pit area. Any vehicle jacked up with its engine running must have jack stands in place and a qualified driver in the driver's seat. Violation of this provision shall result in the following penalties:

- a) First Offense: A written warning. The name, competition number or vehicle registration number, along with the name of the individual will be recorded and held on file for the remainder of the season.
- b) Second Offense: Eviction from New England Dragway for that day and loss of all points for that day.
- c) Third Offense: Eviction from New England Dragway for that day, suspension for 30 days and loss of all points accumulated up to and including the date of offense.
- d) Fourth Offense: Suspension from New England Dragway for one year and loss of all points.

Junior Dragster Orientation Program: All new Junior Dragster competitors must complete an orientation program before they are allowed into regular competition, including test sessions. Each new driver must successfully complete the following requirements:

- a) Pass a cockpit orientation program (blindfold test).
- b) Complete a walk-through of the race surface including the staging lanes, burnout area, starting line, finish line, turn-off area, time slip building and holding area.
- c) Successfully demonstrate his/her ability to maneuver a junior dragster. This portion of the orientation program will take place in an area designated by a Track Official, but not on the race surface.

- d) Successfully complete six (6) single runs (three in each lane). All competitors who have racing experience, but are competing at New England Dragway for the first time must complete an abbreviated orientation that consists of a walk-through of the race surface as outlined above. Orientations will be allowed on Wednesday and Friday night, regularly scheduled test sessions or during any regular scheduled points day, however a driver may not participate in that day's eliminator.

Master Disconnect Switch: Whenever a battery is relocated to the trunk or vehicle runs 9.99 or quicker or exceeds 135 mph, the vehicle must be equipped with an external master disconnect switch. This switch must be clearly labeled and immediately disconnect the positive side of the battery. If switch is “push/pull” type” push must be the action for shutting off the electrical system. To determine if the switch operates properly a tech inspector will turn off the switch with the engine running. If this action does not immediately shut down the engine then the switch is wired improperly and the vehicle shall fail the inspection. Drivers should ensure the alternator charge wire is routed to the battery side of the switch. This isolates the alternator from the rest of the electrical system. Drivers should check with the switch manufacturer to ensure it is properly installed. Refer to NHRA Rulebook section 8:4 for further clarification.

In all cases the master disconnect switch, including an OEM style ignition switch, must also shut off the electric fuel pump(s) regardless of battery location.

Neutral Safety Switch: All entries equipped with an automatic transmission must be equipped with a working Neutral Safety Switch. The driver of any street legal vehicle that was originally equipped by the manufacturer with a clutch interlock switch to prevent starting while the vehicle is in gear and the clutch engaged must ensure it is operational.

Nitrous Oxide: External heating of nitrous bottles with an open flame is dangerous and potentially catastrophic and is **Strictly Forbidden**. Only acceptable thermostatically controlled heating blanket type devices may be used.

Protective Clothing: All drivers not required to wear protective suits as outlined by the current NHRA Rulebook must, at a minimum, wear long pants, a short or long-sleeved shirt, socks and shoes that are in good repair and free of rips, tears or holes. Tank tops, shorts or sandals are not allowed. This provision also applies to any co-drivers who wish to ride in a race vehicle on the dates where this is permitted (typically Wednesday and Friday nights).

If a driver/rider is required to wear specific protective clothing that conforms to current NHRA, SFI or Snell guidelines, that equipment must be in good repair. Defective equipment, such as worn or torn gloves, fire suits or hoods is not acceptable and will be confiscated until the end of the event. Additionally, this may subject the driver/rider to disqualification. All drivers must refrain from removing or loosening safety equipment while on the racing surface.

Tail Lights: All vehicles must at a minimum have one working tail light for night racing. Drivers must ensure lights are turned on whenever the track lighting system is turned on. Strobe, flashing, high intensity, laser, infrared, photo sensitive, or other light emitting/receiving devices are generally prohibited unless the

device is approved for competition by a tech official. A racer is subject to disqualification for non-compliance with this requirement.

Turn-Off Areas: There are three exit areas at the top end of the race track. All drivers shall turn right unless otherwise directed. All full-size vehicles (including motorcycles and snowmobiles) will use the third exit on the right side of the track (third turn). However, if a vehicle becomes disabled during its run, the driver should use the exit closest to them.

The vehicle in the right lane has right of way. If a vehicle becomes disabled and the vehicle stops on the track, the driver should remain in their vehicle and wait for New England Dragway personnel to assist.

Once a vehicle has exited the track, it should proceed directly to the time slip booth. If it is necessary to stop, the racer should pull to ***the left side of the return road*** in a manner that does not interfere with racers attempting to exit the track. Tow vehicles may only cross the track at the third turn. All tow vehicles wishing to cross must wait for permission to do so by New England Dragway Safety Personnel.

Junior Dragster tow vehicles must enter the holding area utilizing the entrance on the backside of the scale building. Under no circumstance may a tow vehicle enter the holding area using the entrance directly across from the first exit off the track.

Unsafe Handling Characteristics: Any vehicle exhibiting unsafe handling characteristics at any time shall be sent to the tech department for inspection and subject to disqualification at the sole and absolute discretion of a New England Dragway track official.

Windshields/Glass: All windshields, side windows and rear windows must be as supplied by the manufacturer and in good repair and without tinting or coloring, except factory-tinted safety glass. Vehicles with cracked or chipped windshields or glass that presents a potential safety problem will result in a vehicle being prohibited from competition. Taping of Lexan style windows to seal defects is prohibited.

NHRA Safety Requirements

The following are minimum guidelines to use as a reference. Most of the safety requirements are in accordance with the current NHRA Rule Book. However, additional safety measures have been added by New England Dragway, Inc. Additional familiarization with the current NHRA Rule Book will ensure each vehicle is race ready.

Elapsed Time (ET) of 13.50 seconds or slower:

- Snell 2015 (or newer) helmet mandatory for entries running 13.99 or quicker. Recommended for entries running 14.00 or slower.
- Hood, optional. Carburetors must be covered by flash shield or scoop
- Drive shaft loop if equipped with slicks
- Battery hold-down
- Radiator overflow can
- Seat belts
- Neutral safety switch mandatory for all vehicles with an automatic transmission. If a manual transmission vehicle was originally provided by the manufacturer with a clutch interlock switch it must remain operational.

- Arm restraints required on open body entries.
- Check current NHRA Rule Book for additional requirements and specifications.

Elapsed Time (ET) of 11.50 - 13.49

- Snell 2015 (or newer) helmet
- Hood, optional. Carburetors must be covered by flash shield or scoop
- Drive shaft loop if equipped with slicks
- Battery hold-down
- Radiator overflow can
- Seat belts
- Roll Bar or Roll Cage for convertibles - recommended for all others.
- Window Net (vehicles equipped with a Roll Cage only)
- Transmission shield/blanket meeting SFI Specification 4.1 if the vehicle uses a modified transmission or special converter.
- Neutral safety switch mandatory for all vehicles with an automatic transmission. If a manual transmission vehicle was originally provided by the manufacturer with a clutch interlock switch it must remain operational. Reverse lockout mandatory.
- Arm restraints required on open body entries.
- Screw-in valve stems for tubeless tires, front and rear, on vehicles running 11.99 or quicker; unless OEM tire pressure monitor sensor is used.
- Check current NHRA Rule Book for additional requirements and specifications.

Elapsed Time (ET) of 10.00 - 11.49

- Snell 2015 (or newer) helmet
- Fire Jacket meeting SFI 3.2A/1 Specification
- Hood, optional. Carburetors must be covered by flash shield or scoop
- Radiator overflow can.
- Seat belts meeting SFI Specification 16.1 or 16.5 within 2 years expiration from date of manufacture.
- Drive shaft loop
- Battery hold-down
- Harmonic Balancer meeting SFI 18.1 Specification (10.99 or quicker)
- Properly secured fire extinguisher recommended
- Aftermarket axles and axle retention devices (10.99 or quicker)
- Roll Bar, except on Showroom Factory Stock street driven hardtop cars and trucks 2008 and newer. (9.99 or 135 MPH and slower) All drivers must meet current helmet and protective-clothing requirements for the e.t. and mph of vehicle.
- Convertibles, T-Tops and any car with modifications must comply with 11.49 rule, 13.49 for convertibles.
- Window Net (vehicles equipped with a Roll Cage only)
- Transmission shield/blanket meeting SFI Specification 4.1.
- Neutral safety switch mandatory for all vehicles with an automatic transmission. Reverse lockout mandatory. If a manual transmission vehicle was originally provided by the manufacturer with a clutch interlock switch it must remain operational.

- Flywheel and clutch meeting SFI Spec 1.1 or 1.2 (2 disk maximum) or cars powered by rotary engines 13.49 or quicker.
- Flywheel shield meeting SFI Spec 6.1, 6.2, 6.3, or 9.1 required on all cars using a clutch. Cars with rotary engines running 11.49 or quicker must be equipped with a flywheel shield made of ¼ inch minimum-thickness steel plate surrounding the bellhousing 360 degrees extending 1 inch forward and 1-inch rearward of the rotating clutch assembly; shield may not be notched or cut in any way. Shield must be securely attached to frame or frame structure, may be multi-piece. All rotary engine vehicles equipped with nitrous-oxide injection and/or turbo/supercharger running 9.99 or quicker or 135 mph must use a flywheel shield labeled as meeting SFI Spec 6.1 or 9.1 minimum. Cars for which an SFI Spec 6.1, 6.2, 6.3, or 9.1 flywheel shield is not available may use an SFI flywheel shield from another application bolted to a motor plate that is bolted to the engine at all available bolt holes. See NHRA General Regulations 2:3, 2:5, 2:6, 2: 10.
- All vehicles running 10.99 or quicker must use a lower engine oil retention device.
- Arm Restraints required on all open bodied cars
- Metal screw-in valve stems unless OEM tire pressure monitor sensor is used.
- Check current NHRA Rule Book for additional requirements and specifications.

Elapsed Time (ET) of 7.00 - 9.99

- A valid NHRA Competition license representative of class, ET and speed of competition vehicle.
- Drive shaft loop
- Fire system (7.49 or quicker)
- Flywheel shield mandatory
- Harmonic Balancer meeting SFI 18.1 Specifications
- Snell 2015 Full-face (or newer) helmet. Goggles prohibited. Parachute required for all cars running over 150 MPH
- Two parachutes required for all cars running over 200 MPH
- Jacket and pants for all cars, must meet SFI 3.2A-5 Specifications and gloves meeting SFI 3.3/1 specifications.
- Roll cage mandatory for all cars running 9.99 seconds or quicker.
- Chassis Certification mandatory for all entries running 9.99 seconds or quicker.
- Seat belt meeting SFI 16.1 specifications within 2-year expiration from date of manufacture.
- All vehicles must use a lower engine oil retention device. Flexplate meeting SFI 29.1 specifications.
- Flexplate shield meeting SFI 30.1 specifications.
- SFI 4.1 transmission blanket
- Supercharger strap meeting SFI 14.1 specifications on Roots type when alcohol is used as fuel.
- Neck collar meeting SFI 3.3 specifications. Head and neck restraint system meeting SFI 38.1 mandatory on any car running 200 MPH or faster or running 7.49 or quicker.
- Arm Restraints meeting SFI 3.3 specifications (11.99 or quicker) on open bodied entries.
- Check current NHRA Rule Book for additional requirements and specifications.

Motorcycle Safety Requirements:

- Chain guard and clutch covers required on all entries. Lanyard kill switch for vehicles running 10.99 or quicker. Fuel shutoff valve mandatory.
- Twenty-two (22) inch handlebars minimum.

- Nitrous Oxide permitted. Purge lines must point away from the rider.
- Front and rear brakes on all entries.
- Snell 2015 or newer helmet, full face shield (goggles prohibited), leather jacket, over the ankle shoes or boots, and leather gloves mandatory. Gloves must be Kevlar lined or equipped with slide buttons.
- Riders running 120 MPH or faster, must wear full all leather or SFI Spec 40.1/2 suit. Two-piece suits must be joined together with a metal 360 degree zipper at the waist.
- NHRA Motorcycle Competition License required for riders going 9.99 or quicker.
- "Snap-Back" throttle required on all motorcycles.
- No push starts allowed
- Valid state motorcycle operator's license for entries 10.00 seconds or slower.
- Check current NHRA Rule Book for additional requirements and specifications.

Competition ATV Safety Requirements:

- Limited to 1/8-mile competition with off-road tires. Must be equipped with stiff sidewall street tires for 1/4-mile competition.
- No three-wheel vehicles allowed.
- Chain guard and clutch covers required on all entries. Lanyard kill switch required for all vehicles.
- Nitrous Oxide not permitted.
- Front and rear brakes on all entries.
- Snell 2015 or newer helmet, full face shield, leather jacket, over the ankle shoes or boots, denim or leather pants, and leather gloves. Gloves must be Kevlar lined or equipped with slide buttons. Riders running 120 mph or faster must wear full all leather or SFI Spec 40.1/2 suit. Two-piece suits must be joined together with a metal 360 degree zipper at the waist.
- NHRA Motorcycle Competition License required for riders going 9.99 or quicker 1/4 mile, 6.39 or quicker 1/8 mile.
- "Snap-Back" throttle.
- Wheelie bars maximum length may be equal to, but may not exceed, the wheelbase of the ATV.
- Check current NHRA Rule Book for additional requirements and specifications.

Junior Dragster Safety Requirements:

- Valid NHRA Competition License mandatory.
- Snell 2015 (or newer) helmet mandatory. Full face shield mandatory.
- Neck collar mandatory.
- All drivers must wear a jacket, pants and gloves meeting SFI 3.2A-1 specifications mandatory. Full length pants, shoes, over the ankle socks, and gloves mandatory.
- Driver restraint system meeting SFI 16.1 Specifications mandatory.
- Flag mandatory while in tow.
- Arm Restraints meeting SFI specifications mandatory.
- Check current NHRA Rule Book for additional requirements and specifications.
- Parents must sign appropriate release of liability waiver.

New England Dragway VP Race Fuels ET Points Series Classes

Enrollment in the New England Dragway Points Series is not mandatory. However, only enrolled points members will be eligible to receive points or benefits. These benefits include:

Reduced Racing Fee Admission: On every points day, the entrance fee for racing will be reduced \$5.

Pre-Printed Tech Cards: On each points day your tech card will be printed for you. You must fill in missing info.

Reserved Pit Parking: Only points members are eligible for New England Dragway Reserved Pit Parking. Additional fee of \$200.00 per spot applies.

Contingency Awards: Only points members are eligible for New England Dragway or NHRA Summit Racing Series ET contingency awards. (Eligibility shall be in accordance with current contingency guidelines).

NHRA Summit Racing Series ET Finals Entry Fee: Only New England Dragway points program members may represent the track. New England Dragway will pay the entry fee for each driver who is a participant and representing the track.

Awards: Eliminator and Specialty Awards will only be presented to New England Dragway points program members.

Jackets: The top five finishers in Super Pro, Pro, Street, Motorcycle/Snowmobile, Super Comp; and Dragster A and B. Top three in Top Bike eliminator; and Champion in Super Street and Super Gas, will receive a jacket at the annual banquet and awards presentation. Position 6-10 finishers in Super Pro and Pro will receive a sweatshirt at the annual banquet and awards presentation. More jackets or sweatshirts may be provided by Class sponsor if they choose.

Tickets: Year-end points eliminator champions will receive two tickets to the annual New England Dragway Banquet and Awards presentation. Tickets are non-transferable.

Eliminator Champion: The year-end eliminator champions will have one table reserved for their use at the annual New England Dragway Banquet and Awards presentation.

Super Pro ET (SP):

- 6.50 – 11.99 ET, dial-your-own; breakout rule applies.
- .500 Full Tree using Compulink Autostart system with TruStart. Crosstalk will be utilized during all ET Series events.
- Courtesy Stage rule in effect.
- Vehicles must comply with safety and equipment requirements as outlined by the current NHRA Rule Book.
- Electronics allowed. Refer to NHRA Rulebook for further guidelines.
- Playback tachometers allowed.
- On-board computers are not allowed.
- Wheel pickup sensing devices are not allowed. Factory (OEM) installed computers allowed.
- Must meet current NHRA license requirements. Valid state driver's license required.

- All competitors will be placed on a ladder when there are 16 or fewer cars remaining in competition.
- Competitors with a bye run or competition single must stage the vehicle under its own power and register a reaction time in order to be eligible for the next round of competition.
- Mufflers required. Class designation – SP

All vehicles must be capable of running the elapsed time specified for this class. If the vehicle is not capable of running at least 11.99 seconds, as demonstrated during qualifying, the vehicle shall be disqualified prior to the first round of competition and no refund shall be authorized.

Pro ET (PRO):

- 8.50 - 13.99 ET, dial-your-own; breakout rule applies
.500 Full Tree using CompuLink Autostart system with TruStart.
- Courtesy Stage rule in effect.
- All vehicles must cross the top of staging under their own power. All vehicles must enter staging lanes under their own power.
- Vehicles must comply with safety and equipment requirements as outlined by the current NHRA Rule Book.
- Entries limited to full body cars, and street roadsters. No altered, dragsters or funny cars.
- The following equipment will be allowed in 2025:
 - - Trans Brake: Permitted – Launch must be a direct result of the driver releasing a button. See General Regs 8:2 and 8:3 in the current NHRA Rulebook.
 - Line-Loc: 4 Wheel Line Loc permitted
 - Automated Shifter: Permitted
 - Ignition: Two-step permitted
 - Switches/Buttons: Must be NHRA Accepted trans brake release. (See NHRARacer.com for accepted products list.)
- The following equipment will not be allowed in 2025:
 - Stutter box prohibited
 - Throttle Timers/Counters
 - Down track RPM limiters
 - Computer: Prohibited unless OEM
 - Delay Device
- Must meet current NHRA license requirements. Valid state driver's license required.
- All competitors will be placed on a ladder when there are 16 or fewer cars remaining in competition.
- Competitors with a bye run or competition single must stage the vehicle under its own power and register a reaction time in order to be eligible for the next round of competition.
- Mufflers required
- Class designation – PRO

All vehicles must be capable of running the elapsed time specified for this class. If the vehicle is not capable of running at least 13.99 seconds, as demonstrated during qualifying, the vehicle shall be disqualified prior to the first round of competition and no refund shall be authorized.

Street ET (ST):

- 11.50 - 19.99 ET, dial-your-own; breakout rule applies.
- .500 Full Tree using CompuLink Autostart system with TruStart.
- Courtesy Stage rule in effect.
- All vehicles must cross the top of staging under their own power. All vehicles must enter staging lanes under their own power.
- Vehicles must comply with safety and equipment requirements as outlined by the current NHRA rulebook.
- No electronics allowed (this includes, but is not limited to; TransBrakes, Air Shifters, Two-Steps, and Delay Boxes). No disabled electronic equipment may be left in a vehicle during competition (disconnected air shifters, two-steps, etc.) If the vehicle is equipped with an air shifter that is disconnected, the air cylinder must be removed from the vehicle.
- Single stage rev limiter allowed.
- Limited to door cars only. Vehicle must have working lights, OEM type glass and operating windows. Back seat and passenger seats may be removed.
- Mufflers required. Open exhaust not allowed. Headers acceptable. Only street legal mufflers will be acceptable, tailpipes required. Tail pipes may exit in front of rear tires. Short turn down tail pipes will not be acceptable.
- Slicks allowed. No bald tires allowed.
- Nitrous oxide permitted.
- Non-drive-wheel line locks are permitted.
- Factory (OEM) installed computers allowed, Data Recording tachometers are allowed providing they do not control the operation of the vehicle while in competition.
- Valid state driver's license required.
- Ladders will begin when there are 16 or fewer cars remaining in competition.
- Competitors with a bye run or competition single must stage the vehicle under its own power and register a reaction time in order to be eligible for the next round of competition.
- Class designation – ST

All vehicles must be capable of running the elapsed time specified for this class. If the vehicle is not capable of running at least 19.99 seconds, as demonstrated during qualifying, the vehicle shall be disqualified prior to the first round of competition and no refund shall be authorized.

Motorcycle/Snowmobile ET (MC):

- 7.50 – 15.99 ET, dial-your-own; breakout rule applies.
- .500 Full Tree using CompuLink Autostart system with TruStart.
- Courtesy Stage rule in effect.
- Nitrous oxide permitted. No delay boxes allowed.
- Vehicles must comply with safety and equipment requirements as outlined by the current NHRA Rule Book.
- Must meet current NHRA license requirements.

- Valid state motorcycle rider's license required. State motorcycle Learner's Permits are not acceptable.
- A maximum of two (2) restarts allowed for loss of fire. No push starts allowed. If the rider cannot stage under his/her own power after two restarts, he/she will be disqualified. If both riders cannot stage under their own power after two restarts, both will be disqualified.
- Ladders will begin with first round of eliminations. In order to be placed on a ladder you must make a run in one of the qualifying sessions. Late entries will not be inserted on a ladder unless otherwise authorized by the Race Director.
- Lane choice awarded to best reaction time from the previous round.
- Competitors with a bye run or competition single must stage the vehicle under its own power and register a reaction time in order to be eligible for the next round of competition.
- Points awarded for qualifying. The number one qualifier will receive ten points. The number ten qualifier and lower will receive one point each.
- Mufflers required. All motorcycles and snowmobiles must have a permanent style number plate and dial-in board attached to the right side of the vehicle.
- Class designation – MC

Jr Street

Jr Street Racing program is for teenagers who are 13 to 16 years old and can race one another in street legal vehicles, be they vintage machines or models straight from the showroom floor. The cars must be full-bodied street-legal vehicles that meet program requirements.

Participants must have a licensed supervising adult in the car on all runs, which are made on the eighth-mile track using an elapsed time dial-in format and limited to 9.00 seconds and slower. Participants may not compete in any other class except Jr. Dragster. NHRA Jr Street membership purchase necessary for this program, participants also receive the digital edition of National Dragster, access to NationalDragster.net, and excess medical insurance.

As previously noted Jr Street Racing 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 be driven in and carry proof of vehicle registration and valid insurance. Vehicles must display valid license plates and be able to pass all state highway safety requirements for the state in which the vehicle is registered. Current dealer plates, repair plates or temporary plates accepted.

- **Support Group 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 licensed supervising adult must drive the vehicle in the pits, into the staging lanes, and on the return road past the time-slip booth.

- **Credentials:** A valid NHRA Jr Street Racing program participant card and 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 a 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. A 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 a NHRA track official. Participant must hold an active membership in the NHRA Jr Street Racing 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 minimum Snell M2015, SA2015 31.1/2015, or 41.1/2015 certification.
- **Protective Clothing:** No shorts, bare legs, tank tops, or bare torsos permitted while racing (applies to both participant and licensed supervising adult).

Race Procedures:

- 9.00 and slower ET in the eighth mile, dial-your-own; breakout rule applies. TruStart in effect.
- .500 Full Tree
- Courtesy Stage rule in effect.
- All vehicles must cross the top of staging under their own power. All vehicles must enter staging lanes under their own power
- Vehicles must comply with safety and equipment requirements as outlined by the current NHRA rulebook.
- Limited to door cars only. Vehicle must be registered and insured. Current dealer plates, repair plates or temporary plates accepted. Vehicle must have working lights, OEM type glass and operating windows.
- Mufflers required. Open exhaust not allowed Street tires required
- Factory (OEM) installed computers allowed, Data Recording tachometers are allowed providing they do not control the operation of the vehicle while in competition.
- Ladders will begin when there are 8 or fewer cars remaining in competition.
- Competitors with a bye run or competition single must stage the vehicle under its own power and register a reaction time in order to be eligible for the next round of competition.
- Winner receives a trophy. Class designation –JR ST

Junior Dragster:

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 / 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. 124332 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. dial-your-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-your-own 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.

The Junior Dragster Program will be contested in 2 different groups at New England Dragway. The Class will be divided into two age groups, 6-9 year olds called JR/B, and 10-18 year olds called JR/A.

JR/B class will be comprised of 6 & 7 year olds which are restricted to 13.90 seconds or slower ET, and 8 & 9 year olds restricted to 11.90 seconds or slower ET.

JR/A class will be comprised of 10-12 year olds which are restricted to 8.90 seconds or slower ET and 13-18 year olds which are restricted to 7.90 seconds or slower ET. Autostart will be used for the JR/A class. All NHRA safety rules apply to both classes

- Any competitor running quicker than 7.50 ET in the eighth-mile or 4.10 ET in 330 feet or faster than 85 mph at any time during eliminations will be disqualified. Any competitor running quicker than 7.50 ET in the eighth-mile or 4.00 ET. in 330 feet or faster than 89.99 mph at any time during time trials or qualifying will be disqualified and subject to additional disciplinary action in the sole and absolute discretion of New England Dragway or NHRA.
- .500 Full Tree manual start for JR/B, .500 Full Tree Autostart activated for JR/A

- Ladders will begin with first round of eliminations. A racer who has passed technical inspection, but has made no qualifying runs, will be inserted at the bottom of the ladder. If more than one racer has made no qualifying runs, they will be inserted on the ladder in order of current point's position.
- Courtesy Staging is strongly encouraged.
- Nitrous oxide not permitted.
- Vehicles must comply with safety and equipment requirements as outlined by the current NHRA Rule Book.
- Must meet current NHRA license requirements. A legal guardian must sign the competition waiver.
- All new drivers must complete a New England Dragway orientation program, which includes a walkthrough of the race surface, cockpit orientation and maneuverability display. All drivers who have prior racing experience, but are newcomers to New England Dragway must complete a walkthrough of the race surface.
- A maximum of two (2) restarts allowed for loss of fire. If the driver cannot stage under his/her own power after two restarts he/she will be disqualified. If both drivers cannot stage under their own power after two restarts, both will be disqualified.
- Only one (1) push back allowed after initial burnout. This is the last time a crew person is allowed to touch the vehicle before staging. The starter will give one (1) pull back in Junior B if the car goes through the pre-stage/stage beams. Deep staging is not grounds for a pull back. Subsequent roll through will result in disqualification in JR/B. No pull backs in JR/A. Courtesy Staging is strongly encouraged.
- Competitors with a bye run or competition single must stage the vehicle under its own power and register a reaction time in order to be eligible for the next round of competition.
- All vehicles must exit at the first turn in a safe and prudent manner. All vehicles must proceed directly to the safe area and await a tow back to the pit area. Junior Dragsters may not transit the pit area under their own power.
- All cars must have a flag located on the rear of the vehicle with a minimum height of five (5) feet. Flags must be affixed to the vehicle at all times except while on the racetrack.
- Round winners are eligible to receive a round winner trophy.
- Class designation – JR A or B

Top Bike/Snowmobile:

- 10.99 ET or faster
- .400 Pro Tree handicap with breakout.
- Courtesy Stage rule in effect.
- Deep staging allowed. Nitrous oxide permitted. Delay boxes allowed.
- Vehicles must comply with safety and equipment requirements as outlined by the current NHRA Rule Book.
- Must meet current NHRA Competition license requirements. Competition licenses from another sanctioning body will not be accepted.
- Valid state motorcycle rider's license required.

- A maximum of two (2) restarts allowed for loss of fire. No push starts allowed. If the rider cannot stage under his/her own power after two restarts he/she will be disqualified. If both riders cannot stage under their own power after two restarts, both will be disqualified.
- Ladders will begin with first round of eliminations. Riders unable to make a run in one of the qualifying sessions will be inserted at the bottom of the ladder providing they notify the Race Director within 15 minutes of the conclusion of qualifying.
- Qualifying positions determined by best reaction times.
- Lane choice awarded to best reaction time from the previous round.
- Points awarded for qualifying. The number one qualifier will receive ten points. The number ten qualifier and lower will receive one point each.
- All motorcycles and snowmobiles must have a permanent style number plate and dial-in board attached to the right side of the vehicle.
- All vehicles must be capable of running the elapsed time specified for this class. If the vehicle is not capable of running at least 10.99 seconds, as demonstrated during qualifying, the vehicle shall be disqualified prior to the first round of competition and no refund shall be authorized.
- Class designation – TB

Super Comp Series:

- 8.90 Index
- .400 Pro Tree
- Vehicles must comply with safety and equipment requirements as outlined by the current NHRA Rule Book.
- Deep staging not permitted.
- Courtesy Stage rule in effect.
- Open to full bodied cars, dragsters, altereds, roadsters or funny cars.
- Ladders will begin with first round of eliminations. In order to be placed on a ladder you must make a run in one of the qualifying sessions except as noted below. Late entries will not be inserted on a ladder.
- Must meet current NHRA license requirements. Valid state driver's license required.
- Two qualifying sessions will be run, time permitting. A ladder will be determined from the results of these first two sessions only. If a third session is run prior to eliminations, it will not count towards qualifying, even though a racer may have only made one, or no runs earlier. A racer who has passed technical inspection, but has made no qualifying runs, will be inserted at the bottom of the ladder. If more than one racer has made no qualifying runs, they will be inserted on the ladder in order of current point's position. If a contestant properly starts, stages, and receives the start signal but breaks and the run is not completed a time of 28 seconds will be assigned for qualifying purposes. The field is "all run".
- The ladder is generated at the end of qualifying based on the 8.90 index. Positions are based on a racer's best run closest to, but not under, the 8.90 index. After all positions are filled with runs over the index, positions will be filled with a racer's best run closest to, but under, the 8.90 index. As per NHRA rules, ties for a qualifying position by ET will be determined by the higher MPH on the runs in question., with the higher MPH given the higher position. The ladder is available for review prior to the beginning of first round. Any errors must be reported to a track official before the beginning of first round, or the ladder will stand.

- Pairings are based on qualifying position, with the top half of the ladder paired with the bottom half (Sportsman ladder). If an odd number of entries are on the ladder, the number one qualifier will receive a first-round bye.
- Competitors with a bye run or competition single must stage the vehicle under its own power and register a reaction time in order to be eligible for the next round of competition.
- A racer will not receive a second bye run unless all remaining competitors in the field have received a bye. This does not include competition singles.
- Lane choice is determined by qualifying position. The higher qualified racer has lane choice each round. For example, the number one qualifier would have lane choice throughout eliminations.
- Protests must be brought to the attention of a track official immediately after the alleged infraction or disputed run.
- In the event of a dual deep stage, both racers will be disqualified, with the exception of the final round. In this case, a rerun will be held. Both competitors must immediately return to the starting line area.
- All vehicles must be capable of running the elapsed time specified for this class. If the vehicle is not capable of running at least 8.90 seconds, as demonstrated during qualifying, the vehicle shall be disqualified prior to the first round of competition and no refund shall be authorized.
- Class designation – SC

Super Gas:

The following provisions regarding points pertain to those racers competing in the New England Dragway Super Gas Series:

- a. A racer must be a paid member of the New England Dragway Super Gas Series prior to qualifying to earn points, and prior to eliminations to earn round points.
 - b. Points are awarded for qualifying positions on the ladder. The number one qualifier will receive 8 points, the number two qualifier 7 points and so on through the number 8 position earning 1 point. Positions lower would receive no qualifying points.
- 9.90 Index - breakout rules apply.
 - .400 Pro Tree
 - Vehicles must comply with safety and equipment requirements as outlined by the current NHRA Rule Book.
 - Deep staging not permitted. Courtesy Stage rule in effect.
 - Open to full bodied cars and left-hand steer roadsters. Nitrous allowed.
 - No weight limit.
 - All run field. Ladders will begin with first round of eliminations. A racer who has passed technical inspection, but has made no qualifying runs, will be inserted at the bottom of the ladder. If more than one racer has made no qualifying runs, they will be inserted on the ladder in order of current points position. If a contestant properly starts, stages, and receives the start signal but breaks and the run is not completed a time of 28 seconds will be assigned for qualifying purposes.
 - Competitors with a bye run or competition single must stage the vehicle under its own power and register a reaction time in order to be eligible for the next round of competition.
 - Lane choice is determined by qualifying position. The higher qualified racer has lane choice each round. For example, the number one qualifier would have lane choice throughout eliminations.
 - Must meet current NHRA license requirements.

- All vehicles must be capable of running the elapsed time specified for this class. If the vehicle is not capable of running at least 9.90 seconds, as demonstrated during qualifying, the vehicle shall be disqualified prior to the first round of competition and no refund shall be authorized.
- Class designation – SG

Super Street:

The following provisions regarding points pertain to those racers competing in the New England Dragway Super Street Series:

- a. A racer must be a paid member of the New England Dragway Super Street Series prior to qualifying to earn points, and prior to eliminations to earn round points.
 - b. Points are awarded for qualifying positions on the ladder. The number one qualifier will receive 8 points, the number two qualifier 7 points and so on through the number 8 position earning 1 point. Positions lower would receive no qualifying points.
- 10.90 Index - breakout rules apply.
 - .500 Pro Tree
 - Vehicles must comply with safety and equipment requirements as outlined by the current NHRA Rule Book.
 - Deep staging not permitted. Courtesy Stage rule in effect.
 - Open to full bodied cars and left-hand steer roadsters. Nitrous allowed.
 - No weight limit.
 - All run field. Ladders will begin with first round of eliminations. A racer who has passed technical inspection, but has made no qualifying runs, will be inserted at the bottom of the ladder. If more than one racer has made no qualifying runs, they will be inserted on the ladder in order of current points position. If a contestant properly starts, stages, and receives the start signal but breaks and the run is not completed a time of 28 seconds will be assigned for qualifying purposes.
 - Competitors with a bye run or competition single must stage the vehicle under its own power and register a reaction time in order to be eligible for the next round of competition.
 - Lane choice is determined by qualifying position. The higher qualified racer has lane choice each round. For example, the number one qualifier would have lane choice throughout eliminations.
 - Must meet current NHRA license requirements.
 - Valid state driver's license required.
 - All vehicles must be capable of running the elapsed time specified for this class. If the vehicle is not capable of running at least 10.90 seconds, as demonstrated during qualifying, the vehicle shall be disqualified prior to the first round of competition and no refund shall be authorized.
 - Class designation – SST

New England Dragway Specialty Classes

Top Dragster:

This class may not utilize the same racer format and procedures as the traditional NHRA Top Sportsman category.

- Qualified field based on fastest ET
- Two (2) qualifying rounds will be run time permitting.
- Competitors must dial 7.70 seconds or quicker.
- Must dial within 1/10th (.10) of quickest qualifying time.
- No powertrain restrictions.
- Starting line enhancers allowed, but no down track throttle stops/stuttering allowed.
- Limited to center steer design dragsters and open-bodied altered-type vehicles only. Altered must have open wheels.
- All vehicles must be equipped with an Engine Containment System (diaper)
- .500 Full Tree
- Vehicles must comply with NHRA Top Dragster safety requirements as outlined by the current NHRA Rule Book. Driver credentials must meet or exceed those equal to the elapsed time the vehicle is capable of running.
- Current NHRA chassis certification is required.
- Qualifying position will determine first round lane choice.
- Best reaction time from previous round determines lane choice for subsequent rounds.
- Once a race vehicle enters the burnout area, no one (including a crewmember) is allowed to touch a vehicle with the exception of turning on a nitrous bottle or arming a data recorder. It is the competitor's responsibility to educate their crewmembers on this policy.
- Class designation – TD

Top Sportsman:

This class may not utilize the same racer format and procedures as the traditional NHRA Top Sportsman category.

- Qualified field based on fastest ET or reaction time (Decided by race organizer)
- Two (2) qualifying rounds will be run time permitting. Competitors must dial between 6.00 and 8.49 seconds. No powertrain restrictions.
- No throttle stops.
- All vehicles must be equipped with an Engine Containment System (diaper).
- .500 Full Tree
- Vehicles must comply with NHRA Top Sportsman safety requirements as outlined by the current NHRA Rule Book. Driver credentials must meet or exceed those equal to the elapsed time the vehicle is capable of running.
- Current NHRA chassis certification is required.
- Qualifying position will determine first round lane choice.
- Best reaction time from previous round determines lane choice for subsequent rounds.
- Once a race vehicle enters the burnout area, no one (including a crewmember) is allowed to touch a vehicle with the exception of turning on a nitrous bottle or arming a data recorder. It is the competitor's responsibility to educate their crewmembers on this policy.
- Class designation – TS

Street Fighter Motorcycle:

- No slicks allowed. (DOT approved street or racing tires only). No wheelie bars.
- 0-19.99 ET, dial your own-breakout rule applies.
- .500 Full Tree using Compulink Autostart system.

- Courtesy stage rule in effect. Both bikes must pre-stage before staging.
- No delay boxes allowed.
- Vehicles must comply with safety and equipment requirements as outlined by the current NHRA Rule Book.
- Must meet NHRA license requirements (for bikes 9.99 or quicker). Valid state motorcycle license required. State motorcycle learner's permits are not allowed.
- Ladders will begin with first round of eliminations. In order to be placed on a ladder you must make a run in one of the qualifying sessions. Late entries will not be inserted on a ladder.
- Lane choice awarded to best reaction time from the previous round.
- Additional rules per race organizer.
- Class designation – SF

Outlaw Racing 10.5 Series:

10.5 Series is designed for production vehicles. Five categories will be contested.

Wild Street:

- 8.50 Index
- .400 Pro Tree.
- Deep staging allowed.
- NHRA pro ladder (quickest to slowest; lane choice to the quickest car in qualifying for first round - quickest car in previous round for second round and beyond). In order to be placed on a ladder you must make a run in one of the qualifying sessions. Late entries will not be inserted on a ladder.
- Class designation – WS

Super Street:

- 9.50 Index
- .400 Pro Tree. Deep staging allowed.
- NHRA pro ladder (quickest to slowest; lane choice to the quickest car in qualifying for first round - quickest car in previous round for second round and beyond). In order to be placed on a ladder you must make a run in one of the qualifying sessions. Late entries will not be inserted on a ladder.
- Class designation – SS

Fast Street:

- 10.50 Index
- .500 Pro Tree. Deep staging NOT allowed.
- NHRA pro ladder (quickest to slowest; lane choice to the quickest car in qualifying for first round - quickest car in previous round for second round and beyond). In order to be placed on a ladder you must make a run in one of the qualifying sessions. Late entries will not be inserted on a ladder.
- Class designation – FS

Real Street:

- 11.50 Index
- .500 Pro Tree. Deep staging NOT allowed.
- NHRA pro ladder (quickest to slowest; lane choice to the quickest car in qualifying for first round - quickest car in previous round for second round and beyond). In order to be placed on a ladder you must make a run in one of the qualifying sessions. Late entries will not be inserted on a ladder.

- Class designation – RS

True Street:

- 12.50 Index
- .500 Pro Tree. Deep staging NOT allowed.
- NHRA pro ladder (quickest to slowest; lane choice to the quickest car in qualifying for first round - quickest car in previous round for second round and beyond). In order to be placed on a ladder you must make a run in one of the qualifying sessions. Late entries will not be inserted on a ladder.
- Class designation – TS

Breakout rules:

- If a vehicle runs under the respective index during qualifying it will appear on the bottom of the qualifying sheet in accordance with the Compulink indexing program.
- Traditional breakout rules apply in eliminations. If both competitors run under their respective index, the racer who commits the worst infraction shall be disqualified.
- The breakout rule does not apply during single or bye runs.

Vehicle Requirements:

- Exhaust:
 - Mufflers required (excluding turbocharged vehicles).
 - All exhaust gases must pass through mufflers (excluding turbocharged vehicles).
- Tires:
 - Maximum 33X10.5 slick (“W” tires okay) or 315 Drag Radial.
 - DOT approved tires are limited to a maximum size of 31x18.5-15.
- Fuel:
 - Race fuel, pump gas or alcohol permitted.
- Engine:
 - Must be an automotive type engine.
 - No power adder restrictions.
 - No powertrain restrictions.
 - No cubic inch limitation.
- Interior:
 - All entries must have carpeting and door panels.
 - Back seat optional. Must have passenger’s seat.
 - Race style front seats permitted.
- Chassis:
 - Front End – OEM style front end is mandatory. Direct bolt-in aftermarket and replacement front end and parts (Heidt’s, Fatman, etc.) permitted provided it is a direct replacement.
 - Reinforcement of existing stock front frame rails acceptable.
 - Rear End – Rear suspensions may be stock, ladder bar, or racing style four-link.
 - Back half type cars permitted.
- Body:
 - Must be full body vehicle and street appearing. No roadsters, altered or dragsters allowed
 - No limitation on year of manufacturer.
 - Must retain original appearances and profiles for year and make of body.

Stock firewall mandatory. May be modified for transmission and/or header clearance.
Cowl hoods permitted.

Outlaw Racing 10.5 Series General Info:

- All run field during all non-major event scheduled races. Limited to 16-car field during New England Dragway produced major events.
 - Ladders will begin with first round of eliminations. In order to be placed on a ladder you must make a run in one of the qualifying sessions. Late entries will not be inserted on a ladder.
 - Vehicle must meet all applicable NHRA safety standards as prescribed by the current NHRA rulebook.
 - Vehicle must be capable of running its respective index.
 - Vehicle must enter the staging lanes under their own power.
 - Vehicle must cross the top of staging under its own power.
 - Vehicle may be towed back to the scales and pit area from top end.
 - Engine Containment System (diaper) mandatory on Wild Street, Super Street, and Fast Street.
 - Belly pans acceptable.
 - No delay boxes.
 - No throttle stops.
 - NHRA Safety Rules in effect. All vehicles must pass NHRA tech inspection for the elapsed time of their vehicle.
 - NHRA Competition License is mandatory for competitors running an ET of 9.99 seconds or quicker.
 - NHRA Chassis Certification is mandatory for all vehicles running an ET of 9.99 or quicker.
 - Excessive braking to prevent running under the posted index in qualifying or eliminations will subject the driver to immediate disqualification.
- Track Manager or his/her designate may modify these rules without prior notice.

Pro Dial:

- 500 pro tree, dial your car, ¼ mile et racing. trustart off.
- Full bodied, street appearing cars only.
- Throttle stops/controllers, delay boxes/devices prohibited.
- Aftermarket automatic shifters or shifting devices permitted.
- Transbrake & two-step permitted.
- NHRA Safety Rules in effect. All vehicles must pass NHRA tech inspection for the elapsed time of their vehicle.
- Deep staging is allowed, but must go deep in a reasonable time. Deep must be on BOTH sides of the car. Deep is NOT guaranteed.
- Random pairing first and second round. Ladder starts round 3. Ladder will be regenerated each rd and based off of the previous rds reaction times. A driver can not have the bye twice until everyone else has had the bye. Byes do not carry over.
- Buybacks will be called up first during round 2. All winners of round 1 will fall in behind the buybacks. If a buyback does not have a competitor in the lanes, they will race a round 1 winner. No byes for buybacks in rd 2.
- Points are award as followed: 10pts to take the tree first round, 10pts per rd win (excludes buybacks), 3 bonus pts for winning event, 2 bonus pts for R/U, 1 bonus pt for Semi finish, 10 bonus pts for #1 qualifier. Buybacks will receive 5pts per rd win instead of 10. They are still eligible for the win, r/u, and semi bonus pts.

Street/Grudge Nights:

2025 Fees and Payouts

Wednesday/Friday Racer:	\$30*
Wednesday/Friday Co Driver:	\$15
Restricted area crew:	\$15
Spectator: Adult (16 +)	\$10
Junior: (11 - 15)	\$5
Children 10 & under free (with ticketed adult)	

Saturday or Sunday Test & Tune:

- Racer: \$55*
- Restricted area crew: \$20
- Spectator: Adult (16 +) \$15
- Junior: (11 - 15) \$5
- Children 10 & under free (with ticketed adult)

Eliminators Racer Entry:

- Super Pro ET:
\$80* Non Points Member \$75* Points Member
 - Pro ET: \$80* Non Points Member \$75* Points Member
 - Motorcycle/Snowmobile:
\$60* Non Points Member \$55* Points Member
 - Street ET:
\$50* Non Points Member \$45* Points Member
 - Junior Street:
\$40* Non Points Member \$35* Points Member
 - Junior Dragster:
\$40* Non Points Member \$35* Points Member
 - Super Street:
\$85* Non Points Member \$80* Points Member
 - Super Gas:
\$85* Non Points Member \$80* Points Member
 - Super Comp:
\$85* Non Points Member \$80* Points Member
 - Top Bike/Snowmobile:
\$95* Non Points Member \$90* Points Member
 - ASRA Stock/Super Stock: \$90*
- (* includes \$5 insurance/environmental disposal surcharge)

Specialty Eliminators Racer Entry:

- Top Sportsman: \$55*
- Top Dragster: \$55*
- Outlaw 10.5 Series: \$55
- Street Fighter \$55
- Pro Dial \$70

(* additional fee paid to class organizer for purse payout)

Buy Backs:

Super Pro, Pro, Street, Pro Dial: \$35

(In 2025 Buy Back entries will run each other in round 2. Winners of that round will then be eligible to compete in subsequent rounds beginning with round 3. Bye runs for the Buy Back round will be determined by best reaction time in round 1. Buy Back round winners will earn 5 points for each round won beginning with round 3. Buy Back competitors will not earn bonus points for semi-final, runner up or win finishes.)

Spectators/Crew:

- Restricted area crew: \$20*
- Spectator: Adult (16 +) \$10
- Junior: (11 - 15*) \$5 Children 10 & under free (with ticketed adult)

Special Events: (Night of Fire, Nostalgia, etc.): See online schedule at newenglanddragway.com or call 603-679-8001

NHRA New England Nationals:

See online schedule at newenglanddragway.com or call (603) 679-8001.

NHRA Lucas Oil Drag Racing Series:

See online schedule at newenglanddragway.com or call (603) 679-8001.

Points Membership Fee:

Super Pro, Pro, Motorcycle/Snowmobile, Street, Super Comp, Super Gas, Super Street, Top Bike: \$70
Junior Dragster/Junior Street: \$35

2025 VP Race Fuels ET Payouts

Super Pro ET (GUARENTEED PURSE NO MATTER THE CAR COUNT)

Win \$1,000

Runner-up \$300 Semis \$150

\$50 round money starting with fourth round losers (W, R/U, and Semi forfeit round money)

Pro ET (GUARENTEED PURSE NO MATTER THE CAR COUNT)

Win \$1,000

Runner-up \$300 Semis \$150

\$50 round money starting with fourth round losers (W, R/U, and Semi forfeit round money)

Motorcycle/Snowmobile ET (GUARENTEED PURSE NO MATTER THE CAR COUNT)

Win: \$100 Runner-up: \$55

Street ET (GUARENTEED PURSE NO MATTER THE CAR COUNT)

Win: \$150 Runner-up: \$50 Semi's: \$30

Junior Dragster

Junior A Win: \$75 Runner-up: \$25

Junior B Win: \$50 Runner-up: \$15

Top Bike/Snowmobile (based on 32 vehicle field):

Win \$700 Runner-up \$350 Semis \$175 Quarters \$100

Super Street:

2-9 Entries: Win:26%, R/U:14% 20-29 Entries: Win: 25%, R/U: 13%, Semi's: 6%

30+ Entries: Win: \$600, R/U: \$300, Semi's: \$150, Qtrs.: \$60

Super Gas:

2-9 Entries: Win:26%, R/U:14% 20-29 Entries: Win: 25%, R/U: 13%, Semi's: 6%

30+ Entries: Win: \$600, R/U: \$300, Semi's: \$150, Qtrs.: \$60

Super Comp:

2-9 Entries: Win:26%, R/U:14% 20-29 Entries: Win: 25%, R/U: 13%, Semi's: 6%
30+ Entries: Win: \$600, R/U: \$300, Semi's: \$150, Qtrs.: \$60

Pro Dial:

2-16 Entries: Win- \$400, R/U- \$200 17-31 Entries: Win- \$400, R/U- \$200, Semi's- \$75
32+ Entries: Win- \$500, R/U- \$300, Semi's- \$100

Wednesday & Friday Street Night Program

New England Dragway's Street Night program is geared toward letting beginners enjoy the thrill of drag racing. It is also the perfect setting for the more experienced enthusiast who would like to test performance modifications. Newcomers should refer to the chapter about Drag Racing Basics for more detailed information about the structure of the quarter mile and preparing for that first run.

Street Nights are open to cars, trucks and motorcycles excluding dragsters, alteredds and roadsters. Snowmobiles, ATV's and Junior Dragsters may participate in Street Night sessions.

Following are some basic rules, which must be adhered to. Additional information regarding safety requirements is contained elsewhere in this handbook, as well as the current NHRA Rule Book.

Cars & Trucks:

- Slicks allowed on Wednesday & Friday night. No bald tires allowed.
- Open exhaust not allowed. Mufflers required.
- Co-driver allowed in all vehicles running 14.00 seconds or slower with proper credentials. Seat belts are required.
- Overflow can for radiator. Battery hold down bracket.
- .500 Full Tree using manual start.
- Vehicles must comply with safety and equipment requirements as outlined by the current NHRA Rule Book.
- Nitrous oxide permitted and must be installed according to the provisions outlined in the current NHRA Rule Book.
- Valid state driver's license required. Learner's permits are not acceptable.
- Helmets (Snell 2015 or newer) required for all vehicles running 13.99 or quicker.
- Drivers and co-drivers are required to wear long pants, a short or long sleeved shirt, socks and shoes. No shorts. No tank tops. No open toe or heel shoes.

Motorcycles:

- Slicks allowed on Wednesday & Friday night.
- No bald tires allowed.
- Open exhaust not allowed.
- .500 Full Tree using manual start.
- Vehicles must comply with safety and equipment requirements as outlined by the current NHRA Rule Book.
- Nitrous oxide permitted and must be installed according to the provisions outlined in the current NHRA Rule Book.
- Valid state motorcycle operator's license required. Learner's permits are not acceptable.
- Full face Snell 2015 or newer helmet required.

- Leather jacket and gloves. Gloves must be Kevlar lined or equipped with slide buttons.
- Over the ankle leather shoes or boots.
- Riders running 120 MPH or faster, must wear full all leather or SFI Spec 40.1/2 suit. Two-piece suits must be joined together with a metal 360-degree zipper at the waist.
- Kill switch and lanyard required on all motorcycles running 10.99 or faster.
- All motorcycles and snowmobiles must have a permanent style competition number plate attached to the right side of the vehicle.

ATV:

- Limited to 1/8 mile competition with off-road tires. Must be equipped with stiff sidewall street tires for 1/4 mile competition.
- No three wheel vehicles allowed.
- Chain guard and clutch covers required on all entries.
- Lanyard kill switch required for all vehicles.
- Nitrous Oxide not permitted.
- Front and rear brakes on all entries.
- Snell 2015 or newer helmet, full face shield, leather jacket, over the ankle shoes or boots, denim or leather pants and leather gloves required for all riders. Gloves must be Kevlar lined or equipped with slide buttons.
- "Snap-Back" throttle.
- Wheelie bars are not mandatory, but highly recommended. Maximum length may be equal to but may not exceed wheelbase of ATV.

Test and Tune Sessions:

Test and Tune sessions are open to all racers. Racers are welcome to participate in the day-long time trials (certain events excluded - see schedule for details). The following are the minimum safety requirements. All vehicles must comply with safety and equipment requirements as outlined by the current NHRA Rule Book.

Cars & Trucks:

- Slicks allowed
- Open exhaust permitted.
- Seat belts are required.
- .500 Full Tree using manual start.
- Vehicles must comply with safety and equipment requirements as outlined by the current NHRA Rule Book.
- Nitrous oxide permitted.
- Valid state driver's license required. Learner's permits are not acceptable.
- Helmets (Snell 2015 or newer) required for all vehicles running 13.99 or quicker.
- Long pants, a short or long sleeved shirt, socks and shoes are required.

Motorcycles:

- Slicks allowed
- Open exhaust permitted.
- .500 Full Tree using manual start.

- Vehicles must comply with safety and equipment requirements as outlined by the current NHRA Rule Book.
- Nitrous oxide permitted
- Valid state motorcycle operator's license required. Learner's permits are not acceptable.
- Full face Snell 2015 or newer helmet required.
- Leather jacket and gloves. Gloves must be Kevlar lined or equipped with slide buttons.
- Over the ankle leather shoes or boots.
- Riders running 120 MPH or faster, must wear full all leather or SFI Spec 40.1/2 suit. Two-piece suits must be joined together with a metal 360-degree zipper at the waist.
- Kill switch and lanyard required on all motorcycles and snowmobiles running 10.99 or quicker.
- All motorcycles and snowmobiles must have a permanent style competition number plate attached to the right side of the vehicle.

ATV:

- Limited to 1/8 mile competition with off-road tires. Must be equipped with stiff sidewall street tires for 1/4 mile competition.
- No three wheel vehicles allowed.
- Chain guard and clutch covers required on all entries.
- Lanyard kill switch required for all vehicles.
- Nitrous Oxide not permitted.
- Front and rear brakes on all entries.
- Snell 2015 or newer helmet, full face shield, leather jacket, over the ankle shoes or boots, denim or leather pants and leather gloves required for all riders. Gloves must be Kevlar lined or equipped with slide buttons.
- "Snap-Back" throttle.
- Wheelie bars not mandatory, but highly recommended.

Track Rental Policy:

On Wednesdays, New England Dragway will hold a Track Rental between the hours of 1 PM and 5 PM. Racing is limited to single car passes only and may not begin until 1 PM and will end promptly at 5 PM. Race engines may not be started before 1 PM or run after 5 PM.

Track Rental includes traction compound applied by New England Dragway personnel to both lanes. All DOT tires to use left lane, right lane reserved for slicks only. New England Dragway will provide one ambulance with two (2) EMT's. All racers and crewmembers must sign the appropriate waivers. Crewmembers under the age of 16 may not enter the restricted area. All racers are responsible for finding a track official to tech their car before they race. Race fuel is available for sale throughout the day.

Track Rental reservations are on a first-come, first-served basis and limited to 30 cars. Anyone interested in making a reservation must call the New England Dragway office at (603) 679-8001 about availability.

Track Rental rates are \$150*, which includes car and driver plus two crewmembers. Additional drivers shall be charged \$50 while additional crewmembers shall be charged \$5. In the event of inclement weather the rental fee will be pro-rated.

Points Day Test and Tune

Points Day Test and Tune is limited to the first 10 vehicles on a first come, first served basis. The Test and Tune rate is \$175*.

Crewmembers shall be charged \$20 each (restricted area crew wristband). Additional drivers shall be charged \$75 each. Call New England Dragway before race day to determine availability at (603) 679-8001.
(*includes \$5 insurance/environmental disposal surcharge)

Drag Racing Basics

This section is for newcomers to New England Dragway and serves as a refresher for our regular racers. All racers should refer to the General Race Day Procedures and General Safety Procedures sections of this handbook for additional clarification.

Street Night: After paying your race fee at the pit gate, proceed to the Credentials Building for your wristband and tech inspection card. A New England Dragway representative at the Credentials Building will ask to see your driver's/operator's license. After receiving these items proceed to the tech area located behind the concession building for inspection.

Wristband must be placed on the driver's wrist when issued. Wristbands are required for all drivers. Additionally, all co-drivers (when allowed) must purchase a wristband. Under State of New Hampshire law swapping wristbands is considered a theft of services and punishable as a criminal offense. New England Dragway, Inc., has adopted a Zero Tolerance policy for this act. Anyone caught swapping wristbands (this includes, but is not limited to wearing a wristband not issued to them, cutting and taping a wristband) shall be arrested, immediately removed from the premises, prosecuted and prohibited from participating at any New England Dragway event.

Fill out the appropriate portions of your tech card and wait for the next available tech inspector. The New England Dragway representative will ask to see your driver's/operator's license, wristband and ask for your tech card. Vehicles successfully passing the tech inspection process will be assigned a number and directed into the staging lanes.

When your lane is pulled, you must be ready to race. Being race ready means seatbelts are fastened, windows closed (including sunroof) and lights on (when applicable). The Staging Director will check for your driver's wristband and guide you toward the burnout area. Water Box Technicians will randomly check for driver and co-driver wristbands. If you choose to do a burnout, follow the directions of the Water Box Technician. After completing your burnout, proceed immediately to the starting line.

Approach the starting line until your front tire activates the pre-stage light. From there, inch your way forward until your tire causes the stage light to come on. This signals the starter that you are ready to race.

Time your start so that your vehicle is leaving just as the green light comes on. A perfect reaction time is .000 seconds. Continue accelerating until you cross the finish line. (Scoreboards are a good reference to locate the finish line.)

If you believe that your vehicle is leaking fluids on the racing surface, or there is a malfunction, pull over immediately and wait for track personnel to assist.

Begin to decelerate as soon as you cross the finish line and continue down track until the third turn. Watch for Top End personnel at all turns for guidance in exiting the track. Remember, the vehicle in the right lane has the right of way. Proceed immediately to the time slip booth, obeying the posted speed limit enroute.

Your time slip is a detailed record of your run. It provides you with your reaction time, and elapsed time readings at the 60', 330', 1/8th mile, 1,000' and 1/4-mile mark. In addition, it provides you with a MPH reading at the 1/8th and 1/4 mile. This data will help you evaluate your run.

After reading the data, you may choose to cool down your vehicle in the pit area or proceed back to the staging lanes for another run. Do not cool down your vehicle in the staging lanes.

All racers are responsible for being familiar and in compliance with current New England Dragway, Inc., and NHRA rules. Depending upon the severity of the infraction, one warning will be given to a driver found in violation of the rules. A second violation during the same event may subject the offender to immediate disqualification and eviction. This includes, but is not limited to; inoperable taillights, and not having a fire jacket or suit when running an elapsed time of 11.49 seconds or quicker.

The following infractions shall result in immediate disqualification and competitors shall not be permitted to race until the discrepancy is corrected:

- Convertibles running 13.49 or quicker without a roll bar.
- Motorcycle or snowmobile riders running 120 MPH without appropriate full coverage leathers and/or a lanyard.
- All vehicles running 11.49 or quicker without a roll bar except for factory stock vehicles model year 2008 or newer.
- Hardtop, showroom factory stock vehicles model year 2008 or newer running quicker than 9.99 seconds or faster than 135 MPH without a roll bar. Refer to NHRA Rulebook for further details.
- Drivers/riders running 9.99 seconds or quicker without a valid NHRA competition license.
- Vehicles running 9.99 seconds or quicker without a valid NHRA Chassis Certification.
- Drivers running 13.99 seconds or quicker without a helmet meeting Snell or SFI specifications.
- Drivers/riders running 13.99 seconds or quicker with a co-driver.

Saturday and Sunday:

Procedures for racing on Saturday and Sunday are essentially the same as Street Night. However, there are some differences. Because of the large number of cars that normally participate on Saturday and Sunday, a color system may be in effect to call cars to the lanes.

On Saturday and Sunday points days, your wristband color normally indicates the category in which you have entered. PA announcements will be made when your class is called to the lanes.

You can also tune your radio to FM 87.9 and listen for the announcements. When the wristband color system is in effect, you may not enter the staging lanes until you are called.

NHRA Summit Racing Series ET Finals:

The 2025 NHRA Summit Racing Series ET Finals will be held at NUMIDIA in Numida, Pennsylvania on September 18-20, 2025. To be eligible, racers must be a member of the New England Dragway points program and compete in at least three points events. All participants must be a member of the NHRA and possess the required license for their particular ET break. Applications for membership and license requests will be available at the credentials building or tech shack each race day.

Super Pro ET and Pro ET will be contested on the 1/8-mile track for 2025
Sportsman and Motorcycle will remain 1/8-mile track for 2025

The time breaks for the four eliminators are as follows:

Super ET 4.15 – 7.49

Pro ET 5.40 – 7.49 (Limited electronics. See category breakdown for permissible equipment.)

Sportsman ET 11.50 - 19.99 (no electronics)

Motorcycle/Snowmobile/ATV 7.50 - 15.99 (no delay boxes)

Drag Racing Glossary

Autostart: An automatic timing system program that allows a specified amount of time before the Christmas Tree is automatically activated after three stage bulbs are lit. Three stage bulbs mean both Pre-Stage bulbs and one Stage bulb.

Breakout: When an individual runs a faster elapsed time than the one dialed-in (predicted) he/she loses. This rule also applies to index classes.

Burnout: Involves spinning the drive tires in water to heat and clean them for better traction.

Bye Run: Occurs when there are an odd number of vehicles in any given round of competition. Generally, the competitor with the best qualifying run will receive a bye run if there is an odd number of vehicles.

Christmas Tree: The starting line device that displays a timed countdown for each competitor.

Competition Single: Occurs when the competitor you are paired with is unable to stage the vehicle, or make that round of eliminations due to mechanical failure or other circumstances.

Deep Stage: A vehicle is deep-staged when after staging, he or she moves a few inches further until the pre-stage light goes out. Deep Staging is not allowed in certain eliminations including Super Comp, Super Gas, Super Street and Top Bike.

Dial-in: The number a driver places on the vehicle that indicates the predicted elapsed time for that run. A driver must cross the finish line at or above that number. Going under the dial-in results in a foul. If both drivers go under their respective dial-in, the one with the greater margin of "breakout" is automatically disqualified.

Diaper (Also known as a Lower Engine Containment System): Used under the engine to help prevent fluids and debris from causing a vehicle to lose stability in the event of a major engine component malfunction.

Eliminations: After qualifying, vehicles race in pairs resulting in a winner and loser. Winners of each round continue to run in the same manner until only one vehicle remains. In order to win elimination round competitors must stage their vehicle under its own power and record a reaction time even though they may be the recipient of a bye run or competition single.

ET (Elapsed Time): The amount of time it takes to go from the starting line to the finish line.

Flash Shield: A device used to cover the carburetor's air inlet on the top, sides and rear. This device is intended to protect the driver in the event of an engine backfire.

Foul Start (aka "Red Light"): A red light on the Christmas Tree will illuminate when the vehicle in that lane leaves the starting line before the green light starting signal is illuminated. A Foul Start means the driver is disqualified. In certain eliminators, if both drivers commit a Foul Start violation the worst light driver will be disqualified.

Handicap Start: A handicap start system is used in Bracket Racing to equalize competition between slower and faster cars. The Dial-in a driver places on his or her vehicle is placed in the computer. The computer compares both numbers and activates the Christmas Tree so the slower car leaves first. The amber bulbs will progress sequentially, top to bottom, in five-tenth second intervals before the green light illuminates.

Holeshot: A driver can improve his or her chances of winning by reacting faster to the Christmas Tree than their opponent.

IR (infrareads): Devices used by the CompuLink Timing System to measure a vehicle's elapsed time and speed at specific points on the quarter mile.

Interval Timers: These timers are located along the racetrack at the 60-foot, 330-foot, 660-foot, 1000-foot and 1320-foot mark. The information is recorded on the driver's time slip and in the control tower. Drivers will use this data to evaluate the performance of the vehicle during a run. The measurements are taken using infrared transceivers at the above distances.

Kill Switch: A device that is located outside the vehicle and allows a track safety official to immediately disconnect the battery and alternator in the event of a mishap.

Ladder: A computer generated list of pairings used in eliminations. There are two types of ladders used. One is a sportsman ladder; the other is a professional category ladder.

Overflow Can: (Also known as a Catch Can) A container used to catch liquid overflow in order to prevent spillage on the track. All liquid cooled vehicles must have an overflow can installed.

Pro Tree: On a Pro Tree start, all three amber bulbs will come on simultaneously followed by a green light. The Pro Tree normally operates with a four-tenths interval between the amber lights and green light. Certain classes such as Super Street utilize a five-tenths interval between the amber lights and green light.

Pre-Staged: A driver is considered Pre Staged when the vehicle's front wheels break the first infrared beam in the starting line area. The vehicle is approximately seven inches from the actual starting line, or Stage Beam. A driver can detect when the vehicle is Pre Staged when the first set of double- yellow bulbs on the top of the Christmas Tree illuminate.

Reaction Time: Measured in thousandths of a second, it is the time it takes for a driver to react to a green light. The Reaction Time counter begins when the last yellow light completely illuminates. The counter stops once the front tires clear the Stage Beam.

Red Light: See Foul Start

Speed Trap: The final 66-feet before the finish line that is used to measure miles-per-hour. There are speed traps at the eighth-mile, 1000', and quarter mile marks.

Staged: A driver is considered Staged when the vehicle's front wheels break the second infrared beam in the starting line area. This signals the starter that a driver is ready to race. A driver can detect when the vehicle is Staged when the second set of double-yellow bulbs on the top of the Christmas Tree illuminate.
In competition the final Staging motion must be a forward movement going from Pre-Stage to Stage.

Time Slip: Information provided to the driver after a run that indicates the intervals and speed.

TruStart: An automatic timing system program that determines the worst red light in a dual red light situation and awards the win to the least offending competitor after both cars have left the starting line.

Water Box: The area before the Starting Line where a driver will wet the tires in order to begin a Burnout.

Track Statistics:

Elevation – 90 feet above sea level
Concrete pad – 1,340 feet
Total length – 4,044 feet
Width of quarter mile – 60 feet
Width of shutdown area – 60 feet
Timing equipment – Compulink StarTrak III
Scoreboard – Chrondek LED
Sanctioning Body – National Hot Rod Association