



Portland's Fastest Park

OFFICIAL 2018
RACER HANDBOOK

Phone: 503-823-7223

Portlandraceway.com

For up to date points and information: www.supercarsunlimited.com/pirbrackets

E-mail leadership team at: racepir@mail.com

Like us on facebook: Portland international raceway dragstrip

Thank you for racing at PIR

Home of the Patriots– ET Bracket Racing Team

NHRA Division 6

The 2018 schedule includes many exciting racing activities. This handbook contains rules and procedures for all who attend events at PIR. It also includes general guidelines which apply to all events. We trust it will be helpful to you. We advise you to carefully read all its contents.

Disclaimer:

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

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

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

Each participant must read and understand the following disclaimer, this disclaimer is part of your official tech card and must be read and signed before any competitor can participate;

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

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

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

Portland International Raceway is an



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

Per Portland City Code, it is a violation to bring and/or consume outside alcohol on premises. Violators are subject to disqualification and suspension from future events. Any driver, crew member, or person associated with a driver or crew member who is under the influence of alcohol, any illegal drug, or any judgment impairing substance will be expelled from the race along with the entire crew and vehicle associated with the offender, as deemed by the Race Director.

The speed limit at PIR is 15 MPH on roadways and 5 MPH in staging lanes and pits. A helmet is required to be worn on any motorized vehicle operating in the pits or staging lanes per City of Portland / Oregon State Law. All racers will follow the helmet rules according to NHRA guidelines for their class. Violators endangering others with reckless and inconsiderate driving habits, whether in a race vehicle or pit vehicle, will be expelled from the facility, along with the entire crew and race vehicle. Burnouts are permitted only in the burnout box.

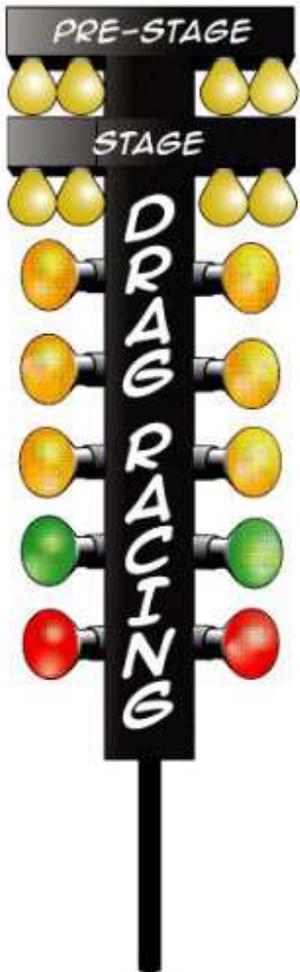
Mufflers are required in all classes. Max of 103 db. @ 50feet. If you cannot meet this prior to elimination's you will be excluded from the remainder of the event.

Abusive, profane, or offensive language is not tolerated. It is grounds for immediate disqualification from an event, suspension of racing privileges, and the right to attend future events at PIR.

For further information on PIR policies please visit our web page at:

<http://portlandraceway.com/?/about/policies>

THE TIMING SYSTEM



1. The **PRE-STAGE LIGHTS** are turned on by infrared beams that run across the race track. They are used to show where the vehicle is on the racetrack.
2. The **STAGE LIGHTS** are activated when the racer has their vehicle pulled approximately 7 inches further forward from the **PRE-STAGE** light, activating the **STAGE LIGHT**. This indicates that the driver and vehicle are ready to make a pass.
3. With the driver ready to make a pass, the three **AMBER LIGHTS** will activate in order (all at once for a Pro tree, or sequentially separated by .5 tenths of a second for a Full tree). The drivers' job is to "anticipate" the green light coming on, not waiting for the green light to turn on.
4. If a driver leaves the starting line and the **GREEN LIGHT** is on, the driver succeeded on leaving "on-time" per say not leaving too early.
5. When a driver leaves too early, the **RED LIGHT** will turn on. Using the example of an Olympic foot race, the red light would come on when a sprinter leaves before the gun fires

The optimal reaction time for a racer to have is a .000, dubbed a **PERFECT REACTION TIME**.

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

COMPULINK – PIR uses the latest Compulink Timing System. Listed below are some of the most commonly referred to features.

AUTOSTART- The Autostart System will automatically start the Tree at a random pace within a given window. When both drivers are Pre-Staged, the starter will flip the Autostart switch. When one driver stages, the other will have 10 seconds to stage their car, otherwise the Compulink system will “time them out” and disqualify them. Once both cars have staged for 0.6 seconds, the Tree will come on between .06 and 1.5 (full tree = .06 to 1.1) seconds later, depending on the class. The system will vary the start sequence by randomly adding up to 0.2 seconds, preventing racers from “guessing” when the Tree will come on. The starter can stop the sequence if necessary and can activate the Tree himself by “overriding” if that is required.

CROSSTALK – This program allows the tree to be fully shielded, but still allows drivers in Super Pro, class to leave off their opponent’s tree. CROSSTALK functions by lighting the top bulb in both lanes at the exact same time. This allows both cars a clean “hit” on the tree. The slower car’s tree will continue counting down as normal. The quicker car’s top light will remain lit for the duration of the handicap, plus the normal 0.5 seconds before counting down the second and third lights as normal. If you have any questions or do not understand how cross talk works, please consult with one of PIR’s officials. The driver of the faster car in a pair may cancel the CROSSTALK system by including an “N” behind their dial (i.e. 7.85N). A symbol will appear in front of the dial posted on the scoreboard (u7.85) to indicate that CROSSTALK is NOT in place. Drivers should check the scoreboard before staging. THERE WILL BE **NO** RERUNS FOR INCORRECT TREE CONFIGURATIONS.

SPLIT-TREE - The motorcycle class is run on a Split Tree. Each rider can choose either a .4 Pro Tree or a .5 Full Tree. During time trials, riders will be split into two groups. However, during eliminations, the default tree will be the .5 Full Tree. Riders choosing the Pro Tree are required to place a “P” at the end of their dial (i.e. 10.05P). A symbol will appear in front of the dial posted on the scoreboard (u10.05) to indicate that a Pro Tree is in place. Riders should check the scoreboard before staging. THERE WILL BE **NO** RE-RUNS FOR INCORRECT TREE CONFIGURATIONS.

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

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

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

GENERAL REGULATIONS & STANDARD OPERATING PROCEDURES

HELMET- Drivers of all cars running 13.99 and quicker are required to have a minimum of a Snell 2010 helmet: Please refer to the 2018 NHRA Rulebook or a PIR official for questions regarding legal helmets.

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

DIAL-INS - **MUST BE VISIBLE FROM THE TOWER**, placed on driver side (both sides for Super Pro) and front window. Dial-in must be in place and cannot be changed when the cars leave the head of staging lanes and motorcycles leaving their pits, unless approved by official in the lanes. Check the scoreboard before staging. **ABSOLUTELY NO RE-RUNS DUE TO INCORRECT DIAL-IN.**

CAR NUMBERS – Either NHRA or PIR are required to be 6" high by 1 ½" wide minimum on both sides and front window and must be **LEGIBLE**. Shoe polish prohibited in Pro or Super Pro.

GENERAL - **NO BURNOUTS ON BEACHES TRANSIT ROAD AND RETURN ROADS. Doing so will result in immediate expulsion.**

RETURN ROADS – All motorized vehicles will use the right-hand road to return to the pits. **NO MOTORIZED VEHICLES ARE ALLOWED TO RETURN TO PITS DIRECTLY BEHIND BLEACHERS.**

Exception: Junior dragsters being towed/pushed can return to their pits directly behind bleachers.

DRIVERS – All drivers are required to have a valid driver's license. All drivers under the age of 18 must have a parent permission form on file which is signed by **BOTH** parents prior to passing tech inspection.

RESTRICTED ACCESS – Drivers and crew must sign the Release & Waiver of Liability at each event. Signers will be given a wristband, which must be clearly worn for the remainder of the event. Waivers can be signed in the tech line. Violations will not be tolerated. Parents must sign a Minor Release and Waiver of Liability and Indemnity Agreement for any minor under the age of 18. Minor Waivers are available in the Timing Tower.

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

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

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

LADDERS –

Super-Pro, Pro, Sportsman, Bike/Sled will be laddered for round one based off the last time run package (bogey run).

High-School, Jr. Street, Jr. Lightning and Jr. Thunder will be laddered for round one based off the best reaction time of final time run.

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

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

COOL DOWN PERIOD –

Our track officials will attempt to provide adequate cool down time between rounds. However, due to many constraints there may be a need to 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 10 minutes of the previous round unless otherwise directed. It is recommended that all quarter-finalists, semi-finalists and finalists return to the staging lanes immediately upon completing their run. Please conduct all the between round maintenance and cool down in the lanes. Our track announcer will make an “on deck” call to inform drivers that the need to get ready. We will then make a first call to the lanes, one minute later a second call to the lanes will be made and one minute later a last call will be made followed by the closing of the staging lanes.

RAIN-OUT POLICY

Will be in effect when unexpected weather conditions or other occurrence halts racing beyond PIR Dragstrip control. This rainout policy has been in full effect since March 2004.

In the event of a rainout the following rules apply:

- If weather conditions or other occurrence halts racing and is unsafe to race at PIR Dragstrip and there has not been one round of time trials completed, a **FULL** rain-check will be issued for **TECH CARDS ONLY**.
- If one round or more of qualifying/time trials have been completed and PIR Dragstrip finds it unsafe to continue racing it will be considered a Test-N-Tune day and 2 points will be awarded for each tech card. There will be no payout and a Test-N-Tune fee of \$35.00 will be charged. High school and Juniors will have a \$10.00 fee charged.
- If rain or other occurrence halts racing after the first round of eliminations of your class, points will be awarded at point of stoppage for each completed round by class and payout will be divided among the remaining racers.

Please note: rain-checks/credits will only be held for the next (2) subsequent races.

PIT VEHICLES

Please help keep traffic in the pits to a minimum. Operators of any vehicle must have a valid state driver's license. **IMPORTANT:** Absolutely no one under 16 years of age may operate any vehicle or anything with wheels. This includes but is not limited to: golf carts, quads, 3-wheelers, motorcycles, mopeds, bikes, rollerblades, roller skates, skateboards, scooters, and/or tricycles. Violations of this rule may result in disqualification of the competitor or anyone associated with the violator, and/or suspension. **EVERYONE ON A MOTORIZED VEHICLE MUST WEAR A HELMET PER CITY OF PORTLAND / OREGON STATE LAW.**

FAILURE TO PASS TECH INSPECTION

It is the responsibility of the driver to only enter a car into competition that will pass tech inspection for the class into which it was entered. If a car does not meet the safety standards, the racer will be charged for the spectator fees for that event, but the racer portion will be refunded.

PIR LATE NIGHT STREET LEGAL SERIES –

Will officially begin March 9, 2018 and end October 2018 (date TBD)

Points for the ET Series will begin March 21, 2018 and end August 15, 2018

All drivers are required to pay a \$15.00 points registration fee which also gives you your track number and ETI or YTI tech inspection. Drivers must pay for points registration prior to first round on August 1, 2018.

POINTS

TALLYING POINTS –

- Entry and passing tech = **2 points**
- Each round win = **1 point**
- Nightly class win = **1 point**
- Bogey run on 3rd time pass for best package (closest to dial and best light) = **½ point**
* Note: This is for all classes EXCEPT High School, Junior street and Junior dragsters
- High School, junior street and junior dragster top qualifier (best reaction time) = **½ point**

PIR POINTS SYSTEM 2018 –

- Entry is defined as paying to compete, with driver present and vehicle passes tech.
- Points cannot be transferred from class to class. Only for class registered for.
- Substitute drivers are **NOT** allowed in any classes
- If you break first round of eliminations, you **MUST** notify the tower, in writing, before you leave the facility. If you fail to do so you will lose your entry points for the night.
- Points will be calculated by our Compulink Timing System. It is ultimately the competitor's responsibility to insure the accuracy of all points that are posted.
- Competitors may at any time request in writing an audit of their points.

2018 competitors: (1) of your lowest scoring races will be thrown out from points total as of the end of July 31, 2018 race.

- To be eligible for year end payouts you must be signed up for appropriate points series and have a registered number.
- Ties will be settled with a run-off.
- All points go towards the track championship of that class.
- Drivers and vehicles must meet all NHRA standard rules.
- Trans brakes are only allowed in Super Pro and Pro classes.
- You must be a member of PIR dragstrip point's program to earn points
- During eliminations you must dial within a tenth of the slow end of your class breaks.
- Drivers are advised to purchase an NHRA competition number and NHRA membership. If a driver chooses not to become an NHRA member, PIR will assign the driver a permanent track number.
- A driver may not drive more than one car in the same eliminator.

TIME BREAKS IN SECONDS:

		<u>1/8 Mile</u>	<u>1/4 Mile</u>
(Electronics):	Super Pro:	4.50-7.65	7.00-11.99
(Non-Electronics):	Pro:	5.80-8.95	9.00-13.99
	Sportsman:	7.50-slower	12.00-slower
	Motorcycle:	4.50-slower	7.00-slower
	High School:	7.05-slower	11.00-slower
	Jr. Street:	9.00-slower	

Junior Dragster (Thunder) – Age 8-12 only.

ET restriction as follows:

12.90 ET 1/8 mile for ages 8-9

8.90 ET 1/8 mile for ages 10-12

Break-out rules apply. Refer to NHRA Rule Book for complete Jr. Beginner rules and safety information.

Junior Dragster (Lightening) – Age 10-17 only.

ET restriction as follows:

8.90 and slower 1/8 mile for ages 13-17

7.90 ET 1/8 mile for ages 13-17

Must have master advanced rules and safety information.

NHRA DIVISION SIX SUMMIT RACING ET FINALS

62 racers will earn the right to represent Portland International Raceway at the NHRA Division 6 Summit Racing ET Finals held at Firebird Raceway in Boise Idaho over Labor Day weekend. The 62-car team will be comprised of the following classes for 2018:

Super Pro: 12
Pro: 14
Sportsman: 18
Motorcycle: 6
High School: 2
Jr. Street: 2
Jr. Lightning: 4
Jr. Thunder: 4

*** Note: the final car counts per class may vary depending on who can attend ET finals. PIR will adjust counts in each class if there is a shortage of participants in other classes.

Racers earn the right to become a PIR team member by earning points throughout the season. All classes that will be contested at the ET Finals will have their final points event on August 15, 2018 and MUST inform Lettie (Team Captain) or Pete (Track Manager) of their intentions either in person or phone (503) 626-0579 by the following dates:

First call: August 1, 2018

Second call: August 8, 2018

Last call: August 15, 2018

If qualified racers cannot or do not want to attend the team finals, positions will be filled going down the list in order of points earned.

To determine the 7th car to attend the ROC, track will go down the list of current points earners for the driver with perfect attendance and that can commit to attend ET Finals until filled.

ALL COMPETITORS MUST PURCHASE A PERMANENT NHRA COMPETITION NUMBER AND MEMBERSHIP PRIOR TO TEAM FINALS.

