

Track Rules

Flying H Drag Strip follows the NHRA handbook.

RADIO STATION – Dial 87.3- on your FM radio to tune into the track P.A. System and WhatsApp.

RACETRACK – The race will be contested on the ¼ mile with ½ mile shut down.

PIT VEHICLES CURFEW/CONTROL

Speed limit for cars, bikes, quads, carts, etc. traveling in the pit area is 10 miles per hour.

Pit Vehicles **MUST** be driven in a safe and responsible manner.

Pit Vehicles **MUST** be driven by a licensed driver 16 years or older.

Pit Vehicles **MUST** yield to race vehicles at all times.

Racers may be held accountable for the conduct of their crew, per the NHRA Rulebook.

Beginning one (1) hour after racing ends, all motorized vehicles will be parked and foot traffic only is permitted.

SAVING PIT SPACES

Tier 1 & 2 - If towing a race car, you may save up to two (2) additional pit spaces in addition to your own with management approval.

Tier 1 & 2 - If driving a passenger car, you may only save the spot occupied by your vehicle with no additional spaces.

Tier 3 - Clubs and Groups may have additional spaces.

ENTRANCE GATE APRONS

In the interest of highway safety (per Missouri State Highway Patrol,) teams are not allowed to park on parking lot entrance aprons.

TENT AND CANOPY STAKING

Staking is not permitted @ Flying H Drag Strip.

We ask for everyone's cooperation regarding this manner. Fines may be administered.

CAMPFIRES

Fires must be contained in an elevated fire containment system to not harm the asphalt or grass

All unconsumed combustibles must be cleaned-up after event.

No burning of trash; wood only!

EXTENSION CORDS

No extension cords can be run across the roadways, nor can they be run overhead.

SUPER SERIES CLASSES

Super Pro (SP): 4.30 – 7.75:

Delay Boxes and Data Recorders Permitted

No Computers

1/8 mile

Pro ET (P): 5.40 – 8.99:

No Delay Boxes or Computers

Door Cars Only

1/8 mile

Sportsman (SPT): 11.60-19.99:

No Electronics or Computers

¼ mile

Stock (STK): Any Dial

Street Legal Cars

No Open Headers; No Slicks

¼ mile

Super Bike (SB): 7.50 -15.99:

Delay Boxes and Data Recorders Permitted

No Computers

¼ mile

Junior Street (JS): 9.00 & Slower

13 – 16 Years old

Full Bodied Street Legal Vehicles

Adult Co-Driver

1/8 mile

Novice Junior Dragster (NOV):

6 – 7 Years Old: 13.90 & Slower

8 – 9 Years Old: 11.90 & Slower

No Pullbacks!

Intermediate Junior Dragster (INT): 8.90 & Slower

10 – 12 Years Old

No Pullbacks!

Advanced Junior Dragster (ADV): 7.90* & 85 MPH & Slower

13 -18 Years Old

*Must run 8.90 & Slower; if car doesn't meet Advanced Class criteria to run 7.90 & Slower

No Pullbacks!

GENERAL CLASS RULES

General Safety:

Flying H Drag Strip follows the NHRA Rulebook closely.

Any clarifications or additions to the NHRA Rulebook are listed below.

All other General & Race Regulations will be directly referenced from the NHRA Rulebook

To further enhance your racing experience, take the time to read and understand these rules as well as the NHRA Rulebook.

Flying H Drag Strip, where applicable will utilize Compulink Cross-Talk, and StageLoc

As always, the Race Director's interpretation of all rules will be final.

NECK COLLAR/HEAD AND NECK RESTRAINT DEVICE/SYSTEM

Any car running 4.49 or Quicker or 150 miles-per-hour or faster will be required to run a head and neck restraint device/system meeting SFI 38.1 and must display a valid SFI label. At all times, the driver is in the race vehicle, from the ready line until the vehicle is on the return road, driver must properly utilize an SFI 38.1 head and neck restraint device/system, including connecting the helmet as required for full functionality of the device. The SFI 38.1 head and neck restraint device/system. When connected must conform to the manufacturer's mounting instructions, and it must be configured,

maintained, and used in accordance with the manufacturer's instructions.
See General Regulations 10:8 (Rev. 4/09/2024)

As part of this rule, the following equipment is also required: 1) Head Sock, (2) Neck Collar, or (3) Skirted Helmet (Rev. 4/09/2024).

DIAL-INS AND DIAL-IN ACCURACY

Dial-Ins are to be placed on the right side of the windshield and the passenger's side window and may be changed between rounds, but you must stay within the limits of your class.

Dial-In accuracy for both lanes is your responsibility! Dial-In's will be displayed on both the readout boards and scoreboards before you stage. Once you turn on the pre-stage beam you accept both dial-in's right or wrong!

DOUBLE ENTRY POLICY

One driver per vehicle per class during eliminations. No sharing (or changing) of vehicles once eliminations have begun.

TIME TRIALS

Will be pulled from the lanes in the following manner:

Cars in lanes 1, 3, 5, & 7 will time trial in the M & M Transmission Lane (left lane)

Cars in lanes 2, 4, 6, & 8 will time trial in the NSK Lane (right lane)

A track official will direct cars into the staging lanes. During eliminations, cars under the Rear-Of-Staging Official's direction may be ordered to alternate lanes to achieve random pairings.

BYE-RUNS

Will be chosen based on the best (winning) reaction time from the prior round and will be announced over the P.A. prior to the start of each round.

If an odd number of vehicles compete then that driver will receive the bye run. In the event of an even number, the chosen bye will NOT carry the bye into the

next round of competition. **However, the drawn bye will be eligible to again qualify for the bye in subsequent rounds.**

A racer may only be chosen to receive the bye run one time daily within a given class,

Once down to the round of 16 or fewer vehicles, a bye will only be chosen in the event of an odd number. In this event, the bye will continue to be based upon the same reaction time criteria as referenced above.

The chosen bye will always receive lane choice.

LADDERING CARS

Once we enter the eighth-finals (the round of 9-16 remaining vehicles), cars/bikes will be numbered and paired accordingly. Only in the event of a true odd number of vehicles will a bye be chosen. In the event there is an even number and a car in any given pair is a “no show”, his or her other half will receive a competition single.

Junior Dragster will continue to use playing cards to determine an opponent. However, like their adult counterparts, only in the event of a true odd number of vehicles will a bye be chosen.

STAGING LANES

Should a car/bike enter the staging lanes for eliminations and experience a mechanical failure he or she will be permitted to pull out of the lanes and have until the end of the round to complete necessary repair.

DRIVER READINESS

The driver and the vehicle must both be ready to fire and race when instructed to do so by a race official. If the vehicle or driver is not “ready” the official will give the driver thirty (30) seconds to fire the vehicle. If the vehicle is unable to fire, a competition single will be awarded to the “other” driver and vehicle.

BACKUPS

Are not permitted by any car 12.00 or slower. A backup to align your car or avoid questionable track conditions, is up to the Starter's discretion but NO REHEATING TIRES!

Cars or Bikes (0 – 11.99) are permitted one back up.

STAGING

A reasonable amount of time will be permitted for drivers to stage.

The time limit will be determined at the sole and absolute discretion of the official starter.

Failure to stage upon the starter's instructions is possible grounds for disqualification,

After proper staging and receiving the starter's signal to go, restaging for a second time is prohibited.

Any driver leaving the starting line before the start system is activated, including a driver on a single run will have his or her time disqualified for the run.

Auto-Start will be active in all classes.

Any racer who turns their front tire(s) to the left and right once or multiple times while in the act of staging will be disqualified. This "style" of racing creates the intent to be deceptive or "unsportsmanlike" and is considered a "Trick on The Tree" which is illegal (Rev. 4/09/2024)

ONCE THE VEHICLE IS STAGED

When the tree is cycling to green and a staged driver loses fire, he/she has thirty (30) seconds to restart the motor and break the stage beam under their own applied power. No external assistance is permitted. If a R/T is recorded the outcome of the run stands. If no R/T is recorded, the run is treated as a competition single for the "other" car.

JUNIOR STAGING

Crewmembers are prohibited from touching the car after it is pre-staged.

Crewmembers touching the car once it is pre-staged will result in immediate car disqualification.

Pullbacks in the case of over staging are NOT permitted.

Tire covers may be left on past ready line. Removal of tire covers must not slow the staging process.

DEEP STAGING

When staging “Deep”. Do not stop your forward motion after the stage light comes on. Proceed to the deep position and be ready

Deep staging is a luxury; not a right

A “missed” deep stage by the starter is not ground for a re-run.

PAYOUT

Winnings are to be picked up within one hour of race finale.

Photo ID is required!

Payout is available on First (1st) floor of Tower.

TAILLIGHTS

All vehicles must have at least one working “high intensity” taillight.

TOW VEHICLES

Can utilize the concrete return road

RE-RUNS

Re-runs are not racer discretionary; and are only authorized by the Race Director.

SCOREBOARDS

Are unofficial and for your convenience,

The tower clocks are official and will be final should a discrepancy occur.

DELAY BOXES OR ANY DELAY DEVICE

Are allowed in Super Pro & Super Bike only. Delay Boxes are not allowed (in or on the vehicle) in Pro, Sportsman, Stock or any entry-level class.

The DISPLAY of engine RPM is prohibited on all models.

Wiring from the Tachometer to the Delay Box is also prohibited.

In the future, certain multi-function delay boxes may be deemed illegal due to timer functions.

Cross Talk will be utilized in Super Pro and Super Bike.

TRACTION CONTROL

Any type of traction-control device, electronic or mechanical is prohibited.

A traction-control device is any unit or system that uses live data to control functions of the vehicle, such as tire slip, which are not controlled by the driver. These devices are, but not limited to, timing control based on wheel, driveline or engine acceleration, braking control, throttle control, tire-shake meters, vertical acceleration meters, misfire control, stutter box, relays, time to location, GPS to location drivers and/or rpm activated chips.

DATA RECORDERS

Data Recorders are permitted in Super Pro and Super Bike ONLY!

THROTTLE STOPS AND AIR THROTTLES

Throttle Stops & Air Throttles are allowed in Super Pro and Super Bike only as a Starting Line Launch Control and not as a “Down Track” Throttle Stop. Orifice control blocks in the pneumatic lines are permitted as long as the throttle moves to wide open, without hesitation, upon launch of vehicle.

Are not allowed in Pro, Sportsman, Stock, or any “entry level” class.

A fixed mechanical throttle stop that cannot be adjusted or overridden, while the car is in motion, is allowed in all classes.

Nitrous timers ARE permitted in Super Pro & Super Bike.

May not use any other timers to control any other down track functions, in any class.

TRANSBRAKES, 2-STEPS, LINELOCKS AND AIR/ELECTRIC SHIFTERS

Allowed in Super Pro, Pro & Super Bike only!

Not allowed in Sportsman, Stock or any “entry level” classes.

In the Pro class, Air / Electric shifters must utilize a preset RPM-activated switch – no timers allowed.

RPM switch adjustment must be out of driver’s reach when racing.

Shifting on time is permitted in Super Pro. (Rev. 2/29/2016)

LINE LOC

Allowed in Super Pro, Super Bike, Pro and Sportsman

A single line loc may be used on non-drive wheel, only in Sportsman.

IGNITION

Ignitions that have timing event recording capabilities are only allowed in Super Pro.

Ignitions used in Pro that have timing event recording capabilities must have the memory chip (card) removed from assembly and the ignition box must be out of the driver’s reach.

If an ignition has a built in Tattle Tale lighting system, the LED light MUST work. If light is not functional during a spot check, official will rule box as an electronics policy infraction.

The use of any programmable multi-point rev limiter and/or a rate of acceleration rpm limiter, either by themselves (e.g., MSD 7561, MSD 7761) or integrated into the ignition system (e.g., MSD 7531), is prohibited in NHRA Competition, including all Flying H Drag Strip produced events, and outside promoter events where the Promoter follows track rules.

All CAN-Bus hubs and ignition system input peripherals, leads, and wires must be out of the driver's reach.

DIGITAL DASHES (REV. 3/02/2016)

Allowed in Super Pro and Super Bike Only!

Not allowed in Pro, Sportsman, Stock or any "entry level" classes.

WILLFULL VIOLATION OF ANY ELECTRONICS RULE WILL RESULT IN LIFETIME SUSPENSION FROM FLYING H DRAG STRIP.