

2010 KID Competition Rules and Guidelines



www.kidragway.com

- 1. Racers will treat all officials of KID, (all people who work at the facility) with respect.** The ruling of an official can only be challenged by Dave Dockens, or Steve Dockens. Either of which will be available at all points races. We will be available to communicate with you at all times during a race, if there is a problem come and find us. Do not engage in a confrontation with KID track officials or the KID track owners at any time during a race, this could result in a suspension or being banned from the facility permanently.
- 2. The only people allowed to operate a pit vehicle at all at KID** are people with a valid drivers license. The speed limit in the pit area is 10 mph for all vehicles in pits. Skateboards are not allowed. Any KID official has the right to confiscate the keys from anyone operating pit vehicle on KID property at anytime for the following reasons: A. You are suspected of being under-age or do not have a drivers license. B. You are operating the vehicle and are assumed or suspected of being impaired or under the influence. C. You are disobeying the 10mph speed limit, and or being reckless in nature. (Pit Vehicles are defined as bicycles, tricycles, 4 wheelers, three wheelers, golf carts, pit-bicycles, and or any small motorized vehicle).
- 3. Any exhibition of speed in the pit area is not allowed.** (No Burnouts anytime, racing in any manner, wheelies, dangerous stunts, and when warming up, if your vehicle is running it should be on stands, or have a driver in it, or on it all times. Vehicles should not be left running unattended at anytime.
- 4. Crosstalk** will remain on during eliminations in our classes that allow electronics.
- 5. Dial ins,** are to be displayed in such a way as they are visible to the tower, (computer operator) at all times. You can not change your dial in once you cross the line at the front of your staging lane. Juniors cannot change their dial in once they are in the water-box. Dial in accuracy is the responsibility of the driver, drivers should check to make sure their dial in is correct prior to staging; this can be done by viewing the scoreboards prior to staging. (motorcycles are required to display dial in and number as well). (Your dial in is not a secret), the Accutime system will not let us enter a new set of racers until the previous set has crossed the finish line. Your opponent should be able to see your dial in as well, especially in classes that use delay boxes/ these are legal in Superpro, Top Eliminator, and Motorsports Pro Bike, these are referred to as Electronics Classes
- 6. Time Limits,** racers have two minutes to enter the water-box once their opponent has done the same. Once a racer has been directed to enter the chute and leave the staging lanes by the staging director, he has two minutes to do so,(racers at the start of a class will be given extra time to get ready if sitting at front of chute when a new class is started. Once your opponent has pre-staged you have 30 seconds to do the same, (racers should only start burnouts when told to by starter, the Electronics classes and cars without front brakes are the only cars that can burn out across the starting line. **Once your opponent has staged** you have 6 seconds to do the same, the timing system will automatically time you out, and red-light you, in competition if this time limit is violated. **Deep staging, and or over-staging** will get you

disqualified during competition in all classes but Trophy and Junior Dragster. Over staging is defined as going in too far and turning off the pre-stage light while your opponent is staged or pre-staged. Courtesy staging is recommended, If an driver fails to courtesy stage(lights the pre-stage and stage beams without his opponent) he might be pulled back by the starter or he can back-up on his own. When this happens the opposing driver will be given extra time to get staged, when it is caught by official. If a driver does this twice in the same race, and his opponent is within 1 foot of the Pre stage beams the driver will be disqualified. In competition in the classes were deep staging is not allowed, once the tree is active if your car rolls backwards out of the stage light, you will be red lighted. If you are in Deep when the tree is activated, (by the starter or computer) you will be red lighted, automatically by the timing system immediately.

7. Re Runs, in the rare occasion of a re-run drivers must re-run with same dial ins and lanes that they originally competed in. In the event of a re-run, racers will be allowed to cool cars down 10 to 12 minutes. We have an Accutime timing system, the winner it picks, (on the timecard), (not win-lights) is the winner that advances.

8. Centerline. It is not acceptable in any class at any time to cross or touch the centerline of the drag strip, during competition even if you are on a solo or bye run.

9. Unsafe Acts. Excessive braking, to scrub off et is not acceptable, if an official sees you and thinks that you are riding the brakes too hard in competition, (or time trials) you will be disqualified, your opponent who lost the race will not be put back in unless done so by an official on the basis that the (unsafe act) somehow effected your ability to compete. If you have damaged your car in competition it is up to the official to let you compete even if you have won the round. If your car is found to be defective during competition you can be disqualified, this however does not give your competition the right to get back into the race.

10. Tail lights. All race vehicles are required to have a tail light on when facility lights are turned on.

11. Enforcement of the rules is up to the officials, after a race is run it is not acceptable for a racer to protest race, if you have a problem with what is going on please get starters attention prior to staging or pre-staging. It is not acceptable for a car or bike running in a No-Electronics class to have a delay-box or any electronic devise deemed un-acceptable to KID officials. The only times we should ever hear a two step rev-limiter is: on the starting line, (class determines activation). Within 300 feet of the finish line, (top end rev limiter). Down track stuttering is not allowed, unless by accident, and it should not be accidentally happening every round, if it does you should not be running within a tenth of your dial period!

12. Technical Inspection. All cars need to be tech inspected daily, cars with ETI inspection still need to visit tech each race day. Racers should check brakes every race day, it is acceptable for officials to sit in your car and check brakes. Track Manager, can sign tech card when technical inspection directs racer to seek management approval.

13. BYE RUNS, First round bye runs are random, after that it will be the best winning reaction time. Competition Bye runs are not considered to be bye runs.

14 Run Order, at all points events we will try to keep the same run order all year, this might have to be altered from time to time because of car count, oil downs, and special classes and races etc.

1. Top Eliminator, 2.Pro 3.Super Pro 4. Pro Bike, (when in competition). 5Junior Dragster 6.Trophy 7. Street Bike. 8.Sportsman.

15 Gate Times, Start Times, and Eliminations. We will try to observe our new schedule and stay consistent on our gate and start times this season, the Summer Nationals and some specialty races and lease races will be the exception to this. As a track we do not guarantee or promise each competitor three time trials at each race. Our schedule will be Gates open at noon. Time Trials start at 1pm. Staging lanes close at 4pm and we run out what is in the lanes. And Eliminations start at 5pm. Time trials will be called up in sessions starting at 1pm.

Basic Class Descriptions for KID points Races

Junior Dragster, this class is open for children 8 to 17 and KID will send a team to the Western

Conference Junior Nationals in Denver, Colorado. This is the only class that children under the age of sixteen can compete in. The purse and entry, is posted . The purse is guaranteed for all points races! And the children can refer to the Junior Drag racing rule book for specific safety guidelines in this class. We will have a JDRL race one time this year where special JDRL plaques will be given to the winners. This year we will be raising money via 50/50 drawings and raffles to earn money for Team KID to go to the Nationals in Denver! Juniors are an 1/8th mile dial and the fastest a car can dial is 7.90!

Trophy, this is a beginning class where contestants can compete for trophies while learning how to race. It pays a trophy to first, second, and third. It is an 1/4 mile class. There is no purse just trophies and plaques. You can buy back first or second round and it is a great place to learn how to race in a non-threatening atmosphere.

Mid-America Powersports, Street Bike. This is a quarter mile no-electronics class for motorcycles. The purse is guaranteed, and last year our King of the track winner came from this class. This is the ultimate class to come out and run if you have a street legal bike with out a delay box.

Motorsports Pro Bike. Pro Bike is for full competition drag bikes. There is only one buy-back round, and there are only 5 races for pro-bike. Eight second elapsed times are the norm, and the slowest you can dial is 12.99. These racers race for a \$500.00 winner purse, and it is the highest paying motorcycle bracket class in Kansas. For series dates please see Pro Bike schedule and payout for 2010. Our Pro Bike Class is where our motorcycle contestants come from that go to the ET Finals in September.

Sportsman, At Kid we are known for our Sportsman racers. The fastest you can dial is 12.00 and this is where the real competition starts for a bracket racer. A majority of our high school racers also compete in Sportsman as well. Our Sportsman payout is the highest of any NHRA track in the state of Kansas. One of our sportsman racers has gone on to Pomona California, to represent Division5 nationally. Sportsman is a true foot braking class, trans breaks are not allowed. Two steps are allowed on the starting line for manual transmission cars, or it can be activated by a brake switch to help with rollout on cars with automatics, (see NHRA stock eliminator rules). **PS No Dragsters, tube frame cars, no center-steer cars, and no aftermarket electric or air activated shifters.**

Pro. This is where KID really shines; we have the largest regular point's race purse in Kansas for Pro Eliminator. Some of our former racers and current racers have won the division at this level. Our regular point's races pay \$1000.00 to win and the fastest you can dial in a dragster is 9.00. No delay boxes are allowed in the cars in competition. The ET finals does not allow vehicles to compete in pro that run faster than 9.00 flat but if a left of center driven door car, roadster, or front engine dragster, meets class requirements KID allows them to turn the wick up and dial as fast as 8 flat,(but they must leave the line with a footbrake. You are allowed to Footbrake in Pro as well, and in the spirit of good willed competition when a regular footbraker wins we will give them a free entry to our next points race.

Super Pro! This is the fastest of our 1/4 mile classes, and oh, did I mention we have the highest consistent point's race payout in the state? Be ready for door to door racing at 150 plus miles per hour as the best drivers in our sport battle head to head! Last year on of our racers finished 2nd at the finals and this year Team KID is coming home with the Wally's!

Top Eliminator, this is where the racers let it all hang out. The fastest door car and the fastest dragster get a free entry in this class. This class is contested on the 1/8th mile and it is not uncommon for Top Sportsman cars and Blown Alcohol Dragsters to compete in this class. New for this year, if there is an odd number of cars first round the **fastest door car gets the bye run** in round one of eliminations. This is a 100% payout class and it is not uncommon for a sponsor to add money to the purse. Because of the

performance nature of this class there are no buy-backs!

In Summary: We have the highest payouts in all of Kansas! We are an NHRA facility! Our points purses are the richest in all of Kansas! Our concessions, showers, and bathrooms are top notch! Our entry fees are competitive! We are conveniently located in central Kansas. This year, just like our purses, we want to make your experience at the track the best in Kansas! We encourage you to bring the entire family out and experience grass roots racing, up close, only as you can at KID. Our racers are great people and every entry into the Facility is a PIT PASS.

*Sincerely Your Track Owners and Managers:
The Simon Family, Dave Dockens, and Steve Dockens
(or as the racers call us Dancin Dave, and Traction Action Steve)*