

2012 SPEED UNLIMITED E.T. SERIES RULES, POLICIES & PROCEDURES



TOP ET 12.99 & QUICKER DOOR CARS, DRAGSTERS, ALTEREDS & ROADSTERS
DELAY BOXES PERMITTED (SEE "ELECTRONICS" FOR ITEMS THAT ARE PERMITTED AND PROHIBITED)

MODIFIED ET 9.00 - 19.99 DOOR CARS & LEFT HAND STEER ROADSTERS ONLY
FOOTBRAKE NO ELECTRONICS (SEE "ELECTRONICS" FOR ITEMS THAT ARE PERMITTED AND PROHIBITED)

MOTORCYCLE ET 14.99 & QUICKER MOTORCYCLES
NO DELAY BOXES

JUNIOR DRAGSTER HALFSCALE DRAGSTERS EXCLUSIVELY MADE FOR DRIVERS AGE 8-17



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I. TECH INSPECTION, EXPRESS TECH & TRACK CREDITS

☑ **Tech Inspection:** Tech Inspection is located in staging lanes 10 & 11. All vehicles are required to park in the pits, unload your vehicle and report to tech inspection with all safety equipment, clothing and accessories required to race. Please fill out your tech card completely and be prepared to show your IHRA license if your vehicle runs 9.99 or quicker. After passing inspection you may enter the lanes if the lanes are open for your class. If not, please return to the pits and wait for your class to be called to the lanes.

☑ **Express Tech:** You are required to go through an initial inspection of your car/motorcycle on the first points race entered. Again this year, enrollment into the points program for all racers is absolutely FREE! So on your first race of the year, simply register your number in the tower before going to tech. You'll receive a number registration card and then you're set in the points.

After you have passed this initial tech inspection, you do not need to bring your car/motorcycle through tech each week. All that is required is to bring your completely filled out tech card (with driver and crew signatures on back) to tech. The tech official will compare your car number, name and type of vehicle to your current number registration card. If all match, you will be issued a tech sticker for that event. If driving any vehicle other than what was presented on the initial inspection, you must bring that vehicle to tech along with the tech card.

All drivers are subject to spot inspections at any time deemed necessary by a track official.

☑ **First & Second Round Re-Entries:** Double entry is not permitted on any E.T. event (double entries are defined as two drivers being alive in eliminations in the same car or one driver with two entries in the same car). However, one driver is permitted to drive two different cars in the same class or the same car in two classes (provided it meets the rules for both classes). Racers are also permitted to drive two different cars in two different classes.

We will have first and second round re-entry on all big buck races (i.e. Raider ET Challenge, Top \$5K, Mod \$2K, etc). Both first and second round re-entry will be run the same, with all re-entry cars paired and run together with the winners moving into the next round.

If a car has been eliminated in first round during any event regardless of purse, and a second driver (who has not run first round) wishes to enter it back into first round or re-entry; they may do so as this is not considered a double-entry (because it would still be only one driver active). The only requirement is that the driver techs and runs under a different car number than the original entry, and that it does not hold up the race.

☑ **Track Credit Policy:** If you break before first round a track credit can be issued at the tower. The credit will be the amount of the entry less the cost of that event's pit pass and the \$1 toward the points fund. On races where purses are higher than weekly purses, track credits are one-half of entry due to the guarantee of the posted purse. Track credits will only be issued on Test & Tunes if the vehicle breaks prior to making any runs (credit will be the remainder of the entry fee after the pit pass has been deducted). Credits must be claimed in Race Control by the end of the event (your racer ticket is required to claim your credit). There are no exceptions to this policy.

II. STAGING, PAIRINGS, BYE RUNS & BURNOUTS

☐ **End of Round:** The official end of a round is defined as once the final pair of cars (or the single bye run) start their burnout. Any late entry that arrives at the head of staging prior to the start of the burnout of the final pair (or bye run) will be permitted to race. Any late entry that arrives once the burnouts have started will be turned away and eliminated.

☐ **Burnouts:** Burnouts can be performed by any car. Cars with slicks must pull through the waterbox. Cars with street tires may go around the waterbox. Crew members are prohibited from holding onto a car while the car is performing a burnout! Only vehicles without front brakes (dragsters & altered) and Pro Cars are permitted to do a burnout across the starting line.

☐ **Bye Runs:** Bye runs are determined by drawing cards - the bye run may not be declined. The first eight cars in each lane are eligible for the bye. Cards are shuffled and cut. The top card will determine which car has the bye. Left lane is represented by black cards, right lanes is by red cards and the number on the card determines which car back in line receives the bye. That car will pull out of line and will receive the bye if there is an odd number of cars. Drivers can get only one bye per event unless all cars remaining have had a bye. Broke bye runs are awarded in the event that your opponent is unable to race. This occurs only after you have been paired. If it occurs prior to pairing, which is in the lanes, no solo will be awarded. Broke byes are still eligible for regular bye runs.

Any bye run car that chooses to take the tree and back off the starting line must still go to the end of the line in the staging lane they choose.

☐ **Staging Lanes & Pairings:** Never block the entrance of staging with your race car, trailer or pit vehicle. Please stay with your car at all times while in the staging lanes. The staging lanes & pairing policy applies to all E.T. classes (Top E.T., Mod E.T., Motorcycle E.T. & Junior Dragster). Once you have selected a lane to run in and have come to a complete stop in that lane, you cannot switch lanes or move in front of or behind a racer for any reason. A bye run will be pulled every round even if there is an even number of cars, this is to prevent cat and mouse games in the lanes. Once the bye run is pulled cars will be paired side by side. If we run out of cars in one lane, then they will be run front to back with the front car having lane choice. This pairing procedure will be used all the way up to, but not including the final. In the final, drivers will draw high card for lane choice (ace is low). You are considered a pair once your front tires enter or pass the pedestrian crosswalk in the staging lanes. Inability to run once paired constitutes a broke bye. As you pull around to the pad make sure that you remain paired. It is impossible for the tower to determine who is paired until you enter the water. In the event that you reach the waterbox and are no longer paired correctly, do not start your burnout. Grab the attention of the waterbox personnel and tell them you are not paired correctly so that the issue can be resolved. If you stage, it is a race - there will be no re-runs for wrong pairings, even if both drivers agree!

☐ **Staging:** When the first driver has fully staged and the second driver has pre-staged, the second driver has a set amount of time (see AutoStart Settings for your class) to fully stage or he/she will result in a foul. In another situation, if a driver is ready to stage or has already staged and the second driver is having problems (i.e. no reverse, car shutting off, any starting line difficulty, or carburetor fire, etc.), the starter will put that car on a 20-second clock (pushbacks & assistance from crew are permitted if done within the 20-seconds). If the car still cannot stage after that time, the first driver will receive a solo run.

- ❖ Once you have staged your vehicle, that is your signal to track officials that you find all conditions acceptable and you are ready to race. In addition to the situations described in the paragraphs above (pairings, dial-ins, and deep-staging), this includes any problems (i.e., overheating, tires cold, etc.) resulting from delays on the track. If there is a problem, DO NOT STAGE! Explain your problem to a starting line official and they will assist you. If you stage, you have agreed to every condition of the race and there will be no re-run, even if both drivers agree!

☐ **Deep Staging:** Deep staging is completely done at your own risk. You should be fully deep-staged before your opponent is fully staged. You must write "DEEP" on the front windshield and both side windows. You and/or your crew must also alert the waterbox that you intend to deep stage so they can radio the message to the starter. Please keep in mind, there are factors and distractions that can cause a "DEEP" to be easily overlooked. Deep stages ARE NOT guaranteed AT ANY EVENT! The driver accepts all responsibility for problems resulting from deep staging.

☐ **Round Robin:** For most races, you will return to the pits after the first and second rounds of eliminations and wait to be called back to the lanes. Round robin begins with the third round for all classes unless more than 16 cars remain, which it would then go to 4th round. This means that winners of the third round and every round thereafter should report directly back to the lanes to cool down. It is essential that you report back to the lanes immediately and cool down there. Please listen to the announcer for instructions and/or variations. If you miss your round, you will be disqualified.

☐ **Time Trials (Regular Events):** If you wish to run the left lane of the track use odd numbered staging lanes, if you want the right lane of the track use even numbered staging lanes. On events when time is a factor, and we reach the end of a session, should there be more than five (5) cars left in a single lane the second car of each pair will be moved over to the empty lane. If lane choice is important to you, make sure you do not end up at the end of a session.

- ❖ Staging lanes for all classes are: Top & Mod 1-4, Motorcycle Lane 9 and Junior Dragster Lane 8. In an effort to minimize the amount of time spent waiting in the lanes, time runs will be run in "class" sessions. Each class will be called to the lanes over the P.A. Only one time run is allowed per "class" session. The computer has been programmed to flag cars that attempt more than one run per session. You will not receive a R/T or elapsed time on the second run.

Saturday Weekly ET Schedule

1:00 pm - Gates Open
2:00 pm - Junior Dragster / Test & Tune time runs
3:30 pm - Junior Dragster Eliminations
4:30 pm - Top ET, Mod ET, Motorcycle ET and Test & Tune time runs
7:00 pm - Top ET, Mod ET, and Motorcycle ET eliminations

Show / Special Event / Big Buck ET Schedules

Please refer to the schedule listed on the flyer or brochure for that event. Go to mirdrag.com and click "Event Flyers" to view all postings.

III. CONDUCT OF DRIVERS & PIT CREW

☐ **Restricted Areas:** Due to insurance regulations, access to certain areas of the facility is restricted. These areas include behind the burn-out box, the starting line, the track itself and the return road. All drivers and crew are required to sign a waiver in the presence of a tech official. At that time a wristband will be issued which must be put on the wrist in the presence of that track official. If you require a crew member on the starting line, they too must follow this procedure. Wristbands will be available in tech and in the tower. No one under the age of 14 years is permitted in any restricted area. Absolutely no one will be allowed in restricted areas without a wristband!

☐ **Children:** Parents are cautioned to keep children under supervision in the immediate area of their pit space and/or the enclosed playground area. The pit area is not an appropriate place for children and kids to roam unattended – so please keep them in your sight and out of harms way! The pit area is teeming with all kinds of motorized and pedestrian traffic, and a driver's ability to see is greatly restricted by their hood scoops, helmets, shoulder harnesses, roll bars, window nets, etc.. Allowing minor children into the pits is a privilege, not a right. Parents who let minor children roam the pits unattended will be asked to leave the pit area. Remember, you must have a drivers license to operate anything with wheels – this includes bicycles! Roller skates, skateboards and similar toys are not permitted whatsoever.

☐ **Misconduct:** Drivers are responsible for the behavior of their crew members, families, children, pets, and themselves at all times. Misconduct or recklessness is grounds for immediate disqualification!

☐ **Pit Bikes:** Golf Carts, motorized pit bikes, mini-bikes, and ATV's are ONLY permitted to be used for racer needs in the pit area and/or to tow race cars/motorcycles. They may also be used to assist in the mobility of handicapped persons. ALL OPERATORS MUST HAVE A VALID STATE DRIVERS LICENSE AS WELL AS THEIR CAR NUMBER PROMINENTLY DISPLAYED ON THE PIT BIKE! "Joy riding" or unsafe operation anywhere on the premises by you or your crew members is grounds for immediate disqualification. Children are not permitted to operate pit vehicles of any kind! Absolutely no pit bikes are permitted off the asphalt by anyone – including the racers. These safety regulations are strongly enforced; as they are not just for the protection of your property and crew, but for the protection of others as well. Failure to comply with these rules may result in your immediate disqualification!

☐ **Speed Limit and/or Reckless Endangerment:** The speed limit for all vehicles on the premises is 10 mph. Any vehicle judged to be operating in an unsafe manner by track officials is eligible to have their team disqualified for the day on the first offense with no refund. Repeat offenses may result in a permanent ban from the facility. Burnouts anywhere off of the starting line will not be tolerated in any way, and any driver caught doing so (even the first offense) is subject to immediate eviction from the property with a permanent ban from MIR.

☐ **Tow Vehicles:** Tow vehicles are permitted on non-street car events. No tow vehicles are permitted to be on racetrack surface. All tow vehicles must travel down the outside wall of the racetrack to the bottom of the track. Do not turn on the first or second emergency opening of the racetrack for any reason! Proceed to the very end and only turn out when the track is clear. Both the race vehicle and the tow vehicle need to get off the track as quickly as possible. All crew members must be in the enclosed part of the vehicle and have daily armbands. Absolutely no one is allowed in the bed of a truck, standing on running boards, etc.

☐ **Alcohol Policy:** No glass bottles are permitted anywhere on the MIR property and absolutely no alcoholic beverages are allowed in any restricted area of the facility. This includes the staging lanes, starting line, track and return road.

❖ Any driver determined to be intoxicated or found in any restricted area with an alcoholic beverage in their possession is subject to immediate disqualification. Any driver (prior to competition or still in competition) who enters the tower with an alcoholic beverage may be disqualified on the spot. Any person found to be operating any vehicle while in possession of alcohol may be disqualified and/or ejected from the premises. Repeated offenses will result in a two-week suspension without points. As stated above, drivers are responsible for their crew members and if crew members have to be reminded repeatedly about this rule the driver may be disqualified. For both drivers and crew members, the definition of "repeatedly" is having to be told several times on any given day and/or having to be reminded on a weekly basis. It is to the advantage of the drivers to police themselves and their crew members. If you ask someone to leave a restricted area due to alcohol possession and they become belligerent, do not put yourself at risk. Please notify a security officer or track official.

IV. COMPULINK CROSSTALK, AUTOSTART & STAGELOK

☑ **Compulink CrossTalk:** The CrossTalk Program solves the problem of the open vs. shielded top bulb controversy. CrossTalk allows the tree to be fully shielded (all ambers) while giving several benefits. All racers have their own "clean" tree, with all ambers including the top amber facing directly towards them. CrossTalk functions in eliminations by firing the top amber in both lanes at the same time. This allows both cars a direct "hit" on the tree. The tree of the slower lane will continue counting down to the second and third amber as normal. The faster cars top amber will remain lit until the time comes for the second and third amber in that lane to cycle down. Note that CrossTalk function would only be run in "Box" classes in eliminations only. Footbrake classes would have a normal functioning tree.

- ❖ A driver (if he is the quicker of the pair) may cancel the CrossTalk function by including the letter "N" after the last digit of their dial-in. For example, a dial-in of 7.85N would cancel CrossTalk for that pair of cars if the 7.85 was the fastest dial-in. If you have the letter "N" after your dial to indicate you do not want Crosstalk activated in your lane, make sure you see the dash in front of your dial-in on the scoreboards before you stage. If there is no dash in front of your dial-in on the scoreboards, then the clock operator did not see the "N" after your dial or you have it placed elsewhere on your window. In this case, DO NOT STAGE! Simply get the starter's attention and point to the "N" on your window; he will call the tower by radio and have it corrected.

☑ **Compulink AutoStart:** The AutoStart system is used at MIR in ALL CLASSES AT ALL EVENTS, from Sportsman to Pro. This system starts the tree automatically when the Compulink senses two fully staged vehicles so the starter can concentrate more on the track and conditions of the race. Here's how it works: when the system sees both cars prestaged and ONE of the cars staged, it starts a timer (actual length of timer is class specific, please inquire with the tower or go to the class rules and information section on the MIR website for the timer length in your particular class). If the second car does not enter the staging beams within the timer's parameters, a redlight is activated for that car. This redlight will NOT be negotiated under any circumstance! Remember, the system needs to see three lights before it starts the timer - two prestages and a stage. Don't try to burn down your opponent!

☑ **Compulink StageLok:** The StageLok System is run in every class during every event. The long-standing "shallow-staged" red light problem is a thing of the past with this system. Before this system was designed, cars or bikes that were very lightly staged could easily vibrate or rock out of the staging beam. When that happened, the infrared beam reconnects causing what may "appear" as a false red light foul. In many cases, the simple vibration would cause the foul for those who shallow staged, even without the rocking of the car or bike when the rpm's were raised. In all cases of shallow-staged red light fouls, it appeared that the car never moved. This is because the infrared staging beam measures 1/100 of an inch. So for those who shallow-staged, it didn't take much for that beam to reconnect for a vehicle that isn't line-locked which rolls backwards, trans-brake slippage or simple unloading of the front tires caused by torque when the motor is "matted" against a trans-brake (generally the #1 cause of shallow-staged red lights).

The StageLok system was designed to prevent these "false" (yet legally binding) red lights fouls. Here's an inside look at how the system actually works. Prior to either car entering the Pre-Stage beam, the starter manually triggers a switch that tells the computer to arm the AutoStart system. The Timing System takes control of the run from that point on, eliminating the possibility of human error. Once both cars have satisfied the "Staged Minimum" time preset (usually .5 seconds, but varies from class to class), the StageLok sequence initiates before the tree is fired allowing the racer 1" of rearward travel before the stage beam will go out. This 1" allowance is active through the entire AutoStart System, until the algorithm has reached the green light - at which point a rearward movement will not result in a red light foul.

V. DIAL-INS, ELECTRONICS & PROTEST PROCEDURES

☑ **Dial-Ins:** Cars are required to display dial-ins on the right side of the windshield and the right side window. If you do not have windows you may use a tire, scoop or some other part of the car on the right side that is visible from the tower when you are in the waterbox. Please make sure that both your number and your dial-in are clearly displayed. We will make every attempt to clarify what you have written, but please remember that visibility from the tower is poor at times. Dial-in must be written out to the hundredth of a second (including zeros) before you leave the head of the staging lanes.

- ❖ For Top E.T. only, if you need to change your dial-in after you leave the head of staging, you must do so prior to entering the waterbox and you must notify a track official who will in turn notify your opponent, THIS IS FOR THE TOP CLASS ONLY.
- ❖ Failure to follow these rules is grounds for disqualification. A driver cannot change their dial-in once they or their opponent has entered the waterbox. The only exception to this is after a track clean-up or long delay, the pair in the waterbox may change their dial by first notifying a track official.

☑ **Dial-In Boards and Scoreboards:** You have two opportunities to verify that you and your opponent are dialed-in correctly. First is on the dial-in boards, do not start your burnout until they are correct. Notify a track official to correct them. If a correction is required, your corrected dial-in cannot be displayed on the dial-in board, but will be displayed correctly on the scoreboards down track and the waterbox official will motion you to start your burnout. Secondly, you can verify your dial-ins on the scoreboards. Absolutely no re-runs for wrong dial-ins, even if both drivers agree.

☑ **Electronics:** Electronics are permitted in Top E.T. cars only (12.99 seconds or quicker). No electronics are permitted in Mod E.T. cars (9.00 – 19.99). "Electronics" include delay boxes, trans brakes, two steps (unless manual transmission), air or electric shifters, dual line locks, and throttle stops except for fixed mechanical. Use of throttle controls/stops by Top E.T. cars is prohibited except for the \$5K E.T. Clash at the IHRA Pro-Am Tour. If a throttle stop is used at the \$5K ET Clash, the dial-in must stay on the 10.90, 9.90 or 8.90 class index.

- ❖ Ignition limiters and/or any ignition controls used to excessively slow the car down are prohibited. In other words, any ignition device that would act like a throttle stop to excessively slow the ET of a vehicle is considered an illegal device. If you are unsure whether or not your set up is legal, please check with a tech official for confirmation.
- ❖ If a driver is caught using electronics (delay boxes, trans brakes, air shifters, two steps, 4 wheel line locks, etc.) in a class that does not allow them during eliminations, then they will be disqualified immediately without refund. Additionally, if they are a points member, they will lose all points for the season. Even if a driver is caught during time runs then they are subject to disqualification also. Delay boxes must be removed, pill removed from two step and the trans brake button cannot be in the car (or the wires may be disconnected and exposed near button for other drivers to see clearly).

☑ **Protesting:** If you see a delay box or anything illegal, bring it to our attention and we will investigate it without a protest charge. However you can officially protest another racer for a protest fee of \$200 for Top / \$100 for all other classes. To do this, bring the funds to the Event Director and state which driver and what specific device you are protesting and why. If the protested driver is still in competition, the protest will be kept confidential until that driver is out of competition. That driver will be taken directly from the E.T. shack and escorted to a restricted inspection area. All inspections will be under the direct supervision of the Event Director. If no illegal electronic device is found, the protest fee will go to the protested driver. If the car is found legal then the protest fee will go to the protested driver. If the driver is found illegal then the protest fee will be returned to protester and the illegal driver will be disqualified and will lose all season points. For Big Buck races see Big Buck Protest Rules or inquire in the tower.

☑ **Event Director Decisions:** Every effort has been made by MIR to promote fair and honest racing for all participants with the best timing equipment available in the industry. In the unlikely event of an electronic or equipment malfunction, the Event Director will decide the outcome of the race. The Event Director's decision is final and entry in the competition is acknowledgment that the participant accepts this ruling without recourse.

VI. POINTS PROGRAM

☑ **Points Membership** – Points membership is FREE! Simply purchase a tech card at any points race and you are automatically enrolled into the Speed Unlimited ET Series Points Program.

☑ **Summit Super Series** – To enter, you must contact IHRA to register. Information on this program can be found at ihra.com.

☑ **Number Assignment** - We will hold all registered numbers from the previous year's points program until the end of April, after which they are open for anyone to use.

☑ **Tie Breakers** – To eliminate the need for runoffs between racers that are tied in points, tie breakers will be used to determine higher position. This system will ensure that all classes have a definitive Top 10 with no ties in points at the end of the year.

OFFICIAL TIE BREAKER ORDER		THIS TIE BREAKER SYSTEM WILL ALSO BE USED TO ELIMINATE ANY TIES IN QUALIFYING FOR THE TEAM FINALS
1 st	- Driver with the MOST POINTS RACES WON during the current season	
2 nd	- Driver with the MOST POINTS RACE RUNNER-UPS during the current season	
3 rd	- Driver with the MOST SEMI-FINAL ROUND APPEARANCES in points races during the current season	
4 th	- Driver who PLACED HIGHER POSITION IN DASH PLAYOFF POINTS during the previous season	
5 th	- Driver who PLACED HIGHER POSITION IN REGULAR SEASON POINTS (1/8 or 1/4) during the previous season	

☑ **Points Awarded** – Points members will receive 20 points once their car is teched in and they have run first round (the purchase of a tech card without the car present to receive the 20 attendance points is prohibited). Thereafter, each round won will grant 10 additional points, and a bonus of 1 point for class win. In a 6 round race, for example, 1st round losers receive 20 points, 2nd round losers 30 points, 3rd round losers 40 points, 4th round losers 50 points, 5th round losers 60 points, runner-up 70 points and winner 81 points. In the event of breakage prior to first round, you can receive a credit (no points will be earned). You may also waive the credit and receive 20 points. If you cannot run and wish to receive the 20 breakage points, you must notify Race Control before the tower closes that night. Re-entry cars/bikes will continue to earn points the same as non re-entry cars/bikes.

☑ **Points & Purse Policy for Curfew or Weather Shortened Events** – An event is defined as “COMPLETED” at the conclusion of first round in all classes (not including re-entry). Purses are then divided between all active drivers still in competition. Points will also be awarded in each round for all classes. If the event would happen to be cancelled (due to weather or any other circumstance beyond our control) in the middle of a class, points will then be awarded up until the last fully completed round of competition. In consideration of the fact that the Junior Dragster program begins earlier in the day, if they complete first round (or more) and the event is cancelled, they will similarly receive points for all completed rounds as well their choice of a trophy or a free car & driver entry!

- If it is deemed necessary by the Event Director to switch from 1/4 mile to 1/8 mile for safety concerns or weather related issues, points will still be counted the same. If the purse is *not* split and a future run-off is scheduled, points will count then. No future run-off for points alone will be held.
- On events where Top & Mod are scheduled to be a 1/4 mile event and are changed to an 1/8 mile for weather or related issues, points will still be awarded to the 1/4 mile points.

☑ **Special Awards Ballot Forms** – The top 50 points members in each class (plus any drivers tied for 50th if applicable) will receive a ballot form at the end of the year to vote for the special awards. Winners will be announced at the MIR Racer's Banquet held in February of the following year.

VII. WEEKLY PURSE & ENTRY FEES

TOP ET - ENTRY \$61 RE-ENTRY \$40

8 rounds	7 rounds	6 rounds or less
Winner \$2,000	Winner \$2,000	Winner \$1500
R/U \$ 750	R/U \$ 750	R/U \$ 500
7th RL \$ 250	6th RL \$ 200	5th RL \$ 150
6th RL \$ 200	5th RL \$ 150	4th RL \$ 100
5th RL \$ 150	4th RL \$ 100	3rd RL \$ 50
4th RL \$ 100	3rd RL \$ 50	
3rd RL \$ 50		

MOD ET - ENTRY \$41 RE-ENTRY \$30

8 rounds	7 rounds	6 rounds or less
Winner \$1,000	Winner \$1,000	Winner \$ 700
R/U \$ 400	R/U \$ 400	R/U \$ 300
7th RL \$ 150	6th RL \$ 120	5th RL \$ 90
6th RL \$ 120	5th RL \$ 90	4th RL \$ 60
5th RL \$ 90	4th RL \$ 60	3rd RL \$ 30
4th RL \$ 60	3rd RL \$ 30	
3rd RL \$ 30		

MOTORCYCLE ET - ENTRY \$31 RE-ENTRY \$25

Guaranteed Purse	Bonus Purse	"INCLUDING RE-ENTRY!"
No minimum bike count!	24 or more bikes	
Winner \$200	Winner \$400	
R/U \$ 100	R/U \$ 100	
	Semi \$ 50	

JUNIOR DRAGSTER - ENTRY \$21 RE-ENTRY \$15

Winner \$ 100 CASH PAYOUT plus trophy
R/U \$ 50 CASH PAYOUT plus trophy
Semi \$ 25 CASH PAYOUT

VIII. MULLIGAN DRAWINGS

☐ On all races where a Mulligan is drawn, the winning ticket holder will be allowed to select any driver they wish to put back into competition. The driver will also be permitted to race any car that has been through tech inspection for the event; provided that it is not currently in competition at the time of the drawing. As always, the proceeds from the Mulligan drawing will go to benefit the MIR Racer's Fund.

☐ ANYONE CAN PURCHASE TICKETS for the Mulligan drawing - whether they're racers, crew and/or spectators! The lucky racer who gets chosen to be put back in the event will receive the FULL ROUND PURSE wherever they finish! On all races where a Mulligan is drawn the Mulligan Racer will earn points for each additional round won as other re-entry racers do. The Mulligan will not receive any points for rounds missed.

IX. "THE DASH" SPEED UNLIMITED ET SERIES CHAMPIONSHIP PLAYOFFS/POINTS FUND



☐ All 1st Place Finishers in Top, Mod, Motorcycle and Junior Dragster also receive a Championship Trophy, Season Car & Driver Entry and TWO FREE RESERVED PIT PARKING SPOTS in the reserved section for the 2013 season.

☐ The track champions in each class are determined by qualifying for and winning "The Dash" Speed Unlimited ET Series Championship Playoffs.

\$10,000 PLAYOFF POINTS FUND

	TOP	MOD	M/C	J/D *
1st	\$3,000	\$1,500	\$1,000	\$500
2nd	\$1,000	\$500	\$300	\$200
3rd	\$500	\$300		\$100
4th	\$400	\$200		\$50
5th	\$300	\$100		\$50
	TOTAL PAYOUT	TOTAL PAYOUT	TOTAL PAYOUT	TOTAL PAYOUT
	\$5,200!	\$2,600!	\$1,300!	\$900!

* All Junior Dragster payouts are now in cash

X. IHRA SUMMIT TEAM FINALS

☐ **Qualifying & "No Shows"** - Qualifying for the Team Finals will be from April 7th to September 15th. Any driver that qualifies for the Team Finals and is a no show will not receive their team jacket; and may not be eligible to qualify the following season.

☐ **Qualifying Positions for the Team Finals** - The IHRA Summit Team Finals will be held at Richmond Dragway on September 27-30, 2012. The team roster consists of 17 Top ET, 13 Modified ET, and 10 Junior Dragsters.

- The WildCard Race will be held on Sat., September 1, 2012. The winner of this race receives a guaranteed spot on the team at the Team Finals! The WildCard entry fee is \$20, with all proceeds going to the Racer's Fund. To qualify for the WildCard race, you must be on the points roster by the first of August.

XI. AND THE LAST AND MOST IMPORTANT RULE AT MIR...

hAVE FuN!, tHaT'S WhAt iT's aLL aBoUt!