

BREMERTON RACEWAY RULES

Revised 1-1-06

BRACKETS:	SUPER PRO:	7.00 to 11.99	.5 Full Tree	ELECTRONICS ALLOWED
	PRO:	7.50 to 13.99	.5 Full Tree	NO ELECTRONICS ALLOWED
	SPORTSMAN:	13.00 & slower	.5 Full Tree	NO ELECTRONICS ALLOWED
	MOTORCYCLE:	7.50 & slower	.4 Pro, .5 Full Tree	NO ELECTRONICS ALLOWED
	HIGH SCHOOL:	11.00 & slower	.5 Full Tree	NO ELECTRONICS ALLOWED

NOTE: All vehicles and drivers must conform to the current National Hot Rod Association (NHRA) rules and regulations. The following rules are in addition to the rules and procedures contained in the current NHRA rulebook. NHRA rulebooks may be purchased at the race track in the Pro Shop located in the base of the tower at the race track.

FOUR WHEEL VEHICLES

ENGINE – EXHAUST SYSTEM – Open exhaust system is prohibited. All vehicles must be muffled. Vehicle may not exceed 110 decibels as measured on the “A” scale from a distance of 50 feet, at a right angle to the vehicle with the vehicle at a no-load rpm of 3,500.

DRIVE TRAIN – DRIVELINE – Driveshaft loop required on all cars running 13.99 or quicker or any car equipped with racing slicks, drag radials or street slicks.

BODY – ADVERTISING – Bremerton Raceway reserves the right to regulate the advertising and/or graphics that appear on the body of any car in competition.

All full-bodied cars must have two driver exits with operational opening mechanisms located on the outside of the exit.

DRIVER – HELMET – Drivers in all vehicles with convertible tops or T-tops must use a Snell or SFI helmet meeting a minimum of Snell 95, 2000, 2005, SFI 31.1, 31.1A, 31.1/2005, 31.2A, 41.1, 41.1A, 41.1/2005, 41.2 or 41.2A specs.

RIDERS – No more than one person permitted in any car during any run, except one co-driver allowed in 14-second and slower E.T. cars. No car capable of running faster than 14 seconds will have a passenger. Co-driver must be a minimum of 16 years old and have a valid driver’s license.

MOTORCYCLES

ENGINE – EXHAUST SYSTEM – Open exhaust system is prohibited. Vehicle may not exceed 110 decibels as measured on the “A” scale from a distance of 50 feet, at a right angle to the vehicle, with the vehicle at a no-load rpm of 3,500.

ELECTRICAL – IGNITION SHUTOFF – Must be equipped with a positive ignition cutoff switch attached to the rider with a lanyard. Switch must be on low voltage side of the ignition circuit. Many stock machines are equipped with a handle bar mounted thumb switch which can have a lanyard easily attached for the above purpose.

RACE PROCEDURES

BURNOUTS – All burnouts are restricted to the designated burn out box, using water only.

COMPETITION NUMBERS – All contestants are required to display a driver number on the right side of the vehicle. The number must be 6” in height and bold enough to be read clearly in the tower. This number can be either: a) a permanent number issued by NHRA, or b) a number issued by Bremerton Raceway.

E.T. BREAKS – During time trials, if a vehicle runs quicker than the E.T. for which it was teched, the driver will get one warning. If the vehicle runs quicker twice during time trials, the driver will be disqualified for the remainder of that event. If this happens after eliminations start, the driver will be disqualified and the other driver reinstated. If a racer runs quicker than their bracket, they will not be disqualified if they are wearing the proper safety equipment and the vehicle can pass tech for that E.T. and/or mph. High School racers will be disqualified if they run out of their bracket (11.00 or quicker) without a warning.

No car will be moved with the hood up.

Should both drivers create separate infractions, the first offender would be disqualified unless the later offense is greater. In which case the prior driver would be reinstated. Should any driver be disqualified, it is up to the discretion of the event director to reinstate the other driver.