

# WEST MICHIGAN SAND DRAGWAY



## **RULES AND REGULATIONS**

<b>Rev Level</b>	<b>Revision Date</b>	<b>Description of Changes</b>
01	4/1/13	Updated junior program, Updated top fuel class structure, Updated Index racing rules and classes affected.
02	4/8/14	Updated classes.
03	9/29/14	Updated Red Light Rules, Updated Indexing Times. Classes updated.
04	3/6/17	Updated Classes.

## PREFACE

It is both the vehicle owner and driver's responsibility to maintain their vehicle. The Track's main responsibility is to provide a safe facility to conduct racing. Total cooperation between the driver and the track for the safety of each individual is of the utmost importance. Standards for safety are contained in this rulebook for the benefit of a safe race.

Any amendments will be dated, posted, and added to this book. No warranties are expressed or implied to safety from the result of this publication. This book is solely for the purpose of setting guidelines for safety, conduct, and the sport of racing. It is not to be construed as a guarantee against injury or death to the spectator or participant. Each participant agrees to familiarize him/herself with the rules herein and agrees to be bound by same. Each participant further agrees to be bound by the decisions made by **WMSD** the term "Participant" applies to anyone directly or indirectly associated with any competition vehicle on the premises, including owners, drivers and pit crews. In any dispute over the interpretation of any part of this Rule Book, the final interpretation of the Race Director's shall prevail in all cases. Any questions, disputes, or protests should be taken to your Bracket Representative first. If the Bracket Representative cannot answer the question, the bracket representative should take it to the Race Director for final decision.

It is the authority of WMSD to make decisions that shall include and cover every facet in connection with the track, conduct of the race, and behavior of the participants. It shall also include the right to suspend, bar, expel or disqualify anyone from any event, without liability of any kind or nature. In any dispute involving the interpretation of the rules, WMSD shall prevail. Any problems not covered by the rules will be ruled upon by WMSD. WMSD's race director will make all rulings and all rulings will be final.

Any person or group of persons that verbally or physically menace track officials will be permanently BARRED from any future events and dealt with in the harshest manner possible. This includes trashing or running down of WMSD.

**Sand drags, unlike asphalt drags, are designed to be run on uneven sand or dirt tracks. In building, preparing, or modifying your vehicle for sand drag racing, a competitor should keep in mind that the track will try to maintain a suitable racing surface. However, there may be holes at the starting line or in the track surface, ridges down the track, uneven surfaces, or other debris on the track. These obstacles are not intended to make the race any more difficult, but are part of the sport. WMSD will endeavor to remove all the problems before the race. It is up to the individual to determine if the conditions are unsafe for their vehicle. It is the option of the racer to race or not.**

## **GENERAL REGULATIONS**

### **TIMING LIGHTS**

WMSD will do it's best to keep the light beams at minimum 6 inches off the ground. The distance from the pre-stage beam to the stage beam is minimum 6 inches. From the stage beam to the start beam is 16 inches. From the start beam to the interim beam is 60-feet. From the start beam to the finish beam is 300-feet. Keep in mind the beam height will vary due to track grading during the racing event.

### **CAR NUMBERS**

All contestants are required to have a vehicle number on right side and front of their vehicle where applicable. Paper plates will be issued temporarily, but a permanent professional number will be expected by the next event entered. High contrast, legible numbers will be required. You cannot race if the number is not easily visible from the tower. Regular point series numbers are available for \$20.00 each. Junior numbers for \$15.00. If you have a particular number that you want to use and don't want in the points series you can reserve it for \$5.00.

### **COMPETITION AGE REQUIREMENTS**

Adult driver's minimum age is 16 years. Drivers 16-17 years of age must sign a minor waiver release form for each race. Junior drivers 3-16 years of age and all drivers 17 years of age and younger must sign a minor waiver release form for each race, and must be signed by at least one parent or adult guardian. An additional colored form will be made for 16-18 year olds. The racer will need to prove that he/she is 16 when moving from the Junior classes. (AGE DOCUMENTATION MUST BE PROVIDED BEFORE OR UPON THE JUNIOR RACER'S FIRST ENTRY OF A SEASON). If a driver turns 16 during the racing season, he/she may finish the year in Juniors for his/her points and on or after his/her birthday they may also run in the adults.

### **DRIVERS' MEETING**

All vehicles in competition at each race must be represented at the Driver's meeting by the driver and/or an Adult crew member. A roll call may be held, and any vehicle not represented may be disqualified.

### **MULTIPLE ENTRIES**

A driver may enter more than one bracket Two drivers cannot enter the same vehicle in the same bracket or one driver for more than one vehicle in same bracket

### **RECREATIONAL VEHICLES**

Recreational riding of cars, trucks, cycles, ATVs, or any other vehicle is absolutely prohibited. All tow vehicles must display the race vehicle number that it is associated with. The racetrack is not for joy riding. That belongs in the dunes and out on the trails. SPEED LIMIT AT WMSD IS 5 Mph

## **CLOTHING**

All drivers must be fully clothed. Shirts must be at least 3/4 length sleeves (nylon prohibited) nylon melts, ankle-length pants, socks, and shoes. Hard-soled, over-the ankle shoes are required for ATVs. Arm restraint requirements in class description.

## **EYE PROTECTION**

Eye protection is mandatory in all brackets. Goggles, face shields, or full-factory windshields. Eyeglasses and sunglasses are not sufficient eye protection. In the case of factory windshields, it is recommended side windows be up or goggles/face shields MUST be worn in pro and sportsman classes.

## **OCCUPANTS**

Only the driver is permitted in the race car during time trials and competition. A passenger will only be allowed during test and tune or exhibition only if approved by the track director. Competent drivers must be in control of the race vehicle at all times anywhere on the facility. All tow vehicles must be handled by competent personnel. All passengers will be within the confines of the tow vehicle. ATV operators and passengers must be on the seat Proper clothing; sufficient eye protection and a helmet must be worn by passengers and they must sign the waiver.

## **ALCOHOLIC BEVERAGES & CONTROLLED SUBSTANCES**

Drivers and crews may not consume alcoholic beverages or illegal drugs/substances while in competition. Anyone suspected of using illegal drugs/substances, drinking while in competition, and/or underage drinking at any time will be asked to leave the premises. Any driver that is noticeably intoxicated or otherwise unsafe to race will be disqualified on the spot, with no monies and points for that event

## **RUNNING RACE VEHICLE**

A Competent Adult must be in or on the seat any time the vehicle motor is running.

## **DRIVER SUBSTITUTION**

Driver changes in the middle of an event (i.e. rescheduled event) must be reported to the race director and be of valid nature. If a driver swap is initiated and not reported to the starter, the entry will be eliminated automatically from competition. The driver who qualified for any special event must be the driver for that event.

# **RACE PROCEDURES**

## **ACTIVATION OF CHRISTMAS TREE**

During eliminations, the tree may be activated manually by a starter at the starting line.

## **INDEXES**

Indexes are in .05 of second increments, i.e. 3.393 runs on 3.350 index. In index based classes the index time will be set from your fastest time trial run, i.e. 3.393 runs on a 3.350 index.

## **DIAL INS**

You must set your dial-in within your class to the .001 of a second, i.e. 4.735 for a breakout at 4.734. You must dial within the bracket or index you want to run.

## **DIAL TIMES**

Dial times will be taken during time trials, and must be in by the beginning of the Drivers meeting. If we do not have the dial times for any competitor by the deadline, you will not be in the competition. One dial time change is allowed per day during any event. If you need to change your dial time and the race Director is not available, there will be track official available that will make that change for you. This dial time change must be made before the first pair of your bracket stages.

## **FLASHING LIGHTS**

If the emergency flashing lights on the Tree are activated, both drivers are to bring their engine to an idle and wait for instructions from the starter. Any vehicle proceeding down the track under a flashing red light is subject to a disqualification due to a possible safety hazard.

## **RED LIGHT**

If both vehicles red light, the FIRST red light loses.

## **BREAKOUT**

If a vehicle goes under its dial-in or index, it is a breakout and it loses, unless its opponent breaks out by more, red lights, or goes out of bounds. You may break out of your class except in Junior or Might Midget

## **BYE RUNS**

Bye runs occur when there are an odd number of vehicles in a bracket. They are a round of eliminations with points awarded for the pass. Bye runs are determined by ladders. Bye runs must be run.

## **SINGLE RUNS**

Single runs occur when your opponent is unable to make the round. In situations where a driver is making a single or bye run, he/she is considered the winner once he/ she stages, receives the start, and breaks the start beam under its own power. The vehicle must stage under its own motor's power. If a competitor crosses the boundary line on a single run or bye run, the racer loses. An adult class racer cannot lose on a breakout Juniors may not run under the class ET limit

## **OUT OF BOUNDS**

If the racer hits the guardrail or crosses the center line of cones, that racer loses. If both cars go out of bounds, they both lose; unless the Director determines that the second vehicle went out of bounds to avoid the first vehicle.

## **DELAY BOXES**

Delay boxes are PROHIBITED in all classes. If a delay box is found in eliminations, you will be disqualified, lose all points and money for that race. If you are caught a second time, you will be disqualified, lose all money for that race, lose all points for that year. You will have to prove the box has been removed before you are allowed to race at WMSD again.

## **STAGING**

Once a vehicle reaches the front of the staging lanes for a run, it must be ready to fire and race. If a vehicle has a malfunction, it has two minutes to get to the pre-stage area after being called from the staging lanes. If, after the two minutes it cannot make the call, its opponent will stage and make a single run. Once in the pre-staging area, you have 15 seconds to light the pre-stage. If both vehicles are in pre-stage and vehicle A pulls into final stage, Vehicle B has 15 seconds to light the pre-stage and then 7 seconds to final stage. If both vehicles are in pre-stage, either vehicle can pull into final stage, and then the other vehicle has 7 seconds to final stage. To be a legitimate race winner, a contestant's vehicle must self-start and self-stage. This rule also applies to single runs or bye runs, starting the beams under its own power. Push-starting or push staging any vehicle is prohibited. The application or use of any device, mechanical or electronic, that permits the driver to ascertain the position of his/her vehicle in relation to the starting line, is prohibited. Only visual observation of track equipment may be used to ascertain the vehicle's position. No person other than the Track Official will be allowed on the track after the vehicle is in the pre-stage. No "burn-outs" allowed in staging area or pit area. All vehicles except T/F & T/E must start in the staging lanes & be running when called into the Pre-Stage area. T/F & T/E will be allowed to be guided into staging

## **LANE CHOICE**

In the Top Fuel and Top Eliminator class, lane choice is determined by elapsed times. The driver with the better qualifying e.t. gets first-round lane choice, and in subsequent rounds, lane choice goes to the driver with the lowest e.t. in the previous round. All other classes will be luck of the draw. In the Quick 8/16 the fastest qualifier will get 1st round lane choice.

## **TRACK RECORDS**

Track records must be set during a regular event in qualifying or competition. No backup is necessary. National record must be backed up within 2% at same event per NSRA. The vehicle will be required to go through tech immediately after run and before returning to pit area.

## **REFUNDS**

Entry fees will not be refunded if a vehicle has staged once on a race day. If a vehicle breaks before staging for the first time on that race day, it will be eligible for a refund at the track owner's discretion; however, they will forfeit all points for that day. You will receive 10 points if you don't take a refund

## **TIME TRIAL INFORMATION**

### **TIME TRIALS**

Racers are given the opportunity to make two time trial runs per race. Time trial runs must be made in their appropriate sessions or the racer will forfeit their time trial. WMSD does not guarantee that an entry will get two time trial runs. It is the racer's responsibility to be in the staging lanes at appropriate times to ensure both runs. In the situation of a continued event on a different race day, racers will get ONE time trial run per class and be allowed to redial for the new day.

### **REGISTRATION**

Racers may register Friday night or Saturday until 12:00 Noon. Registration will close at 12:00 Noon on race day. If a racer cannot make it to the track before that time, they may register at any time VIA phone to ensure they will be placed on their ladder. Pro classes must be here to make 1 qualifying pass before second time trials are closed.

## **TECHNICAL REGULATIONS**

### **VEHICLE INSPECTIONS**

All vehicles participating in a West Michigan Sand Dragway event must be inspected at its first entry of the current season. Any new vehicle must be inspected before it will be allowed to race. This inspection is to include safety equipment and requirements, frame construction, vehicle numbers, general vehicle soundness, etc. Compliance with the appropriate requirements is the sole responsibility of the driver and/or owner. It is not the responsibility of the race track or tech officials to ensure that an entrant has all the required equipment. After the original inspection, a record of this inspection will be kept by WMSD. Any structural or engine changes made to the vehicle must be re-inspected by WMSD. The responsibility of obtaining a vehicle inspection lies with the driver or owner of the vehicle. Spot inspections may be made at any time. The final determination of suitability of any vehicle entered at a WMSD event rests with WMSD officials. Random inspections will be done throughout the year.

## **GENERAL GUIDELINES**

### **Driver Restraints**

All 4-wheel stock bodied vehicles must have seat belts and/or shoulder harnesses. All open cockpit vehicles must have a minimum 4 point harness with quick release-type fastener. Belts must be securely fastened to the frame, cross member, or suitable reinforced mounting. All vehicles in the Pro Classes must have 5 point harness. Arm restraints may be required for any vehicle in competition at the discretion of the race director.

### **Roll Cages**

All 4-wheeled vehicles, except those with stock steel cabs in sportsman classes and ATV's, must have an approved roll bar or cage that meets approval of the tech inspector. Cages must adequately protect the driver from all angles. Roll bar material must be of adequate strength to support the weight of the vehicle.

### **Kill Switches**

All vehicles must have a positive kill switch within reach of the driver with safety harness fastened. A power shut-off switch on rear of vehicle is mandatory for all Pro Classes; recommended for all sportsman classes. All ATV's must be equipped with a working tether switch.

### **Throttle Linkage**

All mechanical throttles must have positive return device (i.e. Return spring or toe hoop on throttle pedal). Suitability of any throttle linkage will be at the discretion of the tech inspector and/or race director. Dual springs are mandatory on the linkage. Hydraulic linkage prohibited. Pro vehicles must have toe loop.

### **Wheelie Bars**

Required when deemed necessary by tech or race director.

# **TOP FUEL / TOP ELIMINATOR TECHNICAL GUIDELINES**

## **Supercharger**

Supercharger restraints required. Supercharger bag recommended.

## **Engine**

Any internal combustion engine allowed with any modification. Positive locking Crankcase breathers (valve cover) mandatory.

## **Fuel System**

No part of the fuel system may be mounted on firewall. Aftermarket fuel cell recommended. If mounted in rear, it must be vented to the outside of the body and equipped with a flash shield to isolate system from driver compartment. All front mounted fuel systems must be mounted between frame rails. Fuel shut off mechanism must be clearly labeled and easily accessible by driver and SAFETY OFFICIAL.

## **Engine Mounts**

Engine must be securely mounted to frame rails. Engine mounts should be minimum .25" thick.

## **Clutch/Flywheel**

Flywheel and Clutch must be fully contained with shield or bell housing. No opening uncovered with bolt access only.

## **Brakes**

Two-wheel brakes mandatory with the master cylinder mounted above frame rails. Steel brake lines mandatory.

## **Chassis**

All cars must use a full frame. Driver roll cage required. Throttle pedal must have secured foot safety loop. All linkages must be securely fastened. Steering column and cotter pins must be installed and secure.

## **Parachute**

It is recommended that all TF&TE cars have at least one useable parachute. For those that do have at least one parachute please flag safety pins.

## **Driver Restraint System**

Three-inch five point driver restraint system is mandatory. No sharp edges within three inches of restraints. Arm restraints are mandatory. HANS or similar hand and neck restraint device recommended.

## **Protective Clothing**

Jacket and pants or suit, gloves and boots/shoes with at minimum one layer flame retardant. Front engine vehicles require mask.

## **POINT SERIES RULES**

### **Point Series Numbers**

Point series numbers must be purchased to be eligible to receive points. Points stay with the car in the adult point series. If a number is transferred to another car, all prior points will be forfeited. In junior classes, points stay with the driver; the points will go in the class that the driver races the majority of events in.

### **Team Points**

Each team will consist of 5 racers and 1 alternate racer. If one of the original 5 were to have engine breakage, crash, etc, the alternate would take over the spot on the team. The alternate's points for the rest of the season would be added to the existing points of the racer they are replacing. Only ONE change is allowed per season. The cutoff for submitting teams will be before the start of eliminations at race 3 of the season. No races will be dropped in team points.

### **Buying Points**

If you are unable to attend a race, you can pay the entry fee for your class to receive the 10 points for that particular event. The deadline for buying is the next event following the race in question. You may buy points for one race only per year. Juniors can buy points for two races. You must let WMSD know before or no later than 12:00 noon the day of the missed race if you are buying points. The following points race date you will be required to pay before participating in the race.

### **Qualifying**

If a racer does not qualify for Pro classes, he/she may receive their 10 entry points. However, this racer has the option to refund \$30.00 of the \$65.00 entry fee while forfeiting points.

## **CLASS STRUCTURE**

### **TOP FUEL**

- Top Fuel entries can be any car (dragster, funny car, altered etc except ATV.)
- Any engine make or cubic inch no restriction except ATV.
- Any fuel or fuel adder (alcohol, nitro methane, nitrous etc.)
- Pro light heads up racing. 2017 Update.
- Pro qualified ladder (NHRA pro ladder i.e. 1v8, 2v7, 3v6, 4v5.)
- Top Fuel entries must run a 3.30 seconds or faster run once a race season. This can be done at any event or test and tune.
- Seasonally qualified entries that do not qualify at an event or qualify under the 3.30 second minimum required time will be slated as N.T. (no time). Any time under the 3.30 second requirement will be used on the top fuel ladder.
- Top Fuel entries will be given three qualifying times during each event. One Friday night and two Saturday. Top Fuel entrants do not need to qualify if they have met the seasonal requirements. (No qualifying will result in NT and drivers will be placed at the bottom of the ladder.
- Top Fuel will be run with a minimum of a two car field.

## **TOP ELIMINATOR**

- Top Eliminator entries can be any car (dragster, funny car, altered etc except ATV.)
- Any engine make or cubic inch no restriction except ATV.
- Any fuel or fuel adder (alcohol, nitro methane, nitrous etc.)
- Pro light heads up racing with a 2.95 second break out.
- Pro qualified ladder (NHRA pro ladder i.e. 1v8, 2v7, 3v6, 4v5.)
- Top Eliminator entries must run a 3.40 seconds or faster run once a race season. This can be done at any event or test and tune.
- Seasonally qualified entries that do not qualify at an event or qualify under the 3.40 second minimum required time will be slated as N.T. (no time). Any time under the 3.40 second requirement will be used on the top fuel ladder.
- Top Eliminator entries will be given three qualifying times during each event. One Friday night and two Saturday. Entrants do not need to qualify if they have met the seasonal requirements. (No qualifying will result in NT and drivers will be placed at the bottom of the ladder.
- Top Eliminator will be run with a minimum of a two car field.

## **QUICK 8/16 (Car / ATV)**

- Quick 8/16 entries can be any car or ATV configuration. Cars and ATV's run separate fields and will not race together.
- Any engine make or cubic inch no restriction.
- Class will be indexed to the 0.05 of a second. You may dial faster.
- Pro light (staggered). Bubble car 100% refund. Breakout applies.
- 3.95 seconds or faster for Car and 4.35 for ATV. Must qualify at each event.
- No Ladders, chips will be pulled to determine elimination pairings.
- Must have class size of 8 cars minimum ( bigger races may go to 16)

## **SUPER COMP (Car and ATV)**

### ***ATV Requirements:***

- You ride on it, not in it No time limits. 2-3- or 4-wheeled vehicles, no steering wheels.
- Helmet required, eye protection, 3/4 sleeves, over-ankle hard soled shoes, long pants, tether strap. No nylon.

### ***CAR Requirements:***

- Any motor or car configuration, any fuel. 5-point harness recommended.

### ***CLASS Requirements***

- Breakout applies
- Sportsman Staggered Light
- Any E.T.
- No Ladders, chips will be pulled to determine elimination pairings.

## **PRO ATV**

- Must have an engine classified as motorcycle powered.
- Helmet required, eye protection, 3/4 sleeves, over-ankle hard soled shoes, long pants, tether strap. No nylon.
- Staggered Pro Light, Dial in.
- Breakout applies.
- 4.50 second minimum dial time.
- No Ladders, chips will be pulled to determine elimination pairings.

## **PRO Car**

- Any motor or car configuration except ATV (see pro atv), any fuel. 5-point harness recommended.
- Staggered Pro Light, Dial in.
- Breakout rules apply.
- 4.40 second minimum dial time.
- No Ladders, chips will be pulled to determine elimination pairings.

## **JUNIOR RACING PROGRAM**

Junior racing is from ages 3-15 years of age. All racing will be done with a sportsman staggered light. Juniors will begin time trials at 9:00am on Saturday mornings racing to begin directly after. Junior racing will be run round robin until complete. Junior awards will be done directly after junior racing is complete. There will be only two junior classes separated by age group. They may race any vehicle type (ATV, dragster, truck etc. that meets safety rules and regulations.) If a junior racers breaks out of the class, i.e. juniors running faster than 5.50 seconds and Pee Wee's running faster than 9.00 seconds they will be disqualified from the race regardless of an elimination win or bye run win.

### **PEE WEE CLASS (YOUTH)**

- Pee Wee class racers are ages 3 years of age to 9 years old.
- Pee Wee class racers cannot run any faster than 9.00 seconds.
- Parents are allowed to go into staging lanes with Pee Wee racers. No pushing off the vehicle allowed.
- No Ladders, chips will be pulled to determine elimination pairings.

### **JUNIOR CLASS (YOUTH)**

- Junior class racers are ages 10 years of age to 15 years old.
- Junior class racers cannot run any faster than 5.50 seconds.
- Parents are allowed to go into staging lanes with Junior racers. No pushing off the vehicle allowed.
- No Ladders, chips will be pulled to determine elimination pairings.

## **Payouts-**

**WMSD WILL BASE ALL PAYOUTS, UNLESS OTHERWISE SPECIFIED, AS LISTED BELOW ON "REGULAR PROGRAM" VEHICLE COUNT.**

**Pro Car, Pro ATV and Supercomp will be guaranteed 35% payback based on the number of entries in the class.**

**Q8/16 Car and ATV payouts will be guaranteed. There must be 8 cars in the field.**

**All special races payouts will be determined by the Sponsors & WMSD**

**NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF OR COMPLIANCE WITH THESE RULES AND OR REGULATIONS. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator, or official. The RACE DIRECTOR shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or impose any further restrictions that in his opinion do not alter the minimum acceptable requirements. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS. Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final.**

**NOTES-**