



OFFICIAL 2024 RACER HANDBOOK

503-982-4461

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**Woodburn Dragstrip is the home of the
19-time NHRA Division 6
Summit ET Finals Team Champions!**

**1978 1980 1981 1984 1987
1989 1993 1999 2002 2003
2004 2005 2007 2012 2013
2014 2015 2021 2023**





FOUNDERS

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Welcome to Woodburn Dragstrip

19 x NHRA DIV 6 SUMMIT ET CHAMPIONS

“Where Champions are Created”

Woodburn Dragstrip is a NHRA Member Track and adheres to NHRA Rules.

This handbook contains rules & procedures within NHRA Guidelines for all who attend events at Woodburn Dragstrip. This handbook also contains general guidelines which apply to all events. We advise you to carefully read our handbook.

Mandatory 2024 Woodburn Dragstrip Competition Number
must be purchased **YEARLY** for all Woodburn Events

We can use your NHRA Number as your Woodburn Number.
(Exceptions are: West Coast Shootout, Import FaceOff, NW Bug Run, Mopar Nationals, NHRA Lucas Oil, Thunder Truck Drags, NHRA Heritage Series, Summit ET Finals and Pacific Waterland).

DISCLAIMER

It is essential for every participant to understand this fundamental rules of drag racing: The Prime responsibility for the safe condition and operation of a vehicle in competition rests with the vehicle owner, driver, and crewmembers. The track operator's main concern is to provide a place to conduct events. NHRA and Woodburn Dragstrip provide guidelines based on experience and continually circulate information to help perpetuate the sport. Close observance of the standards set forth in this handbook is required for all participants, including owners, drivers, and crew members. Therefore, no express or implied warranty of safety is created from publication of or compliance with NHRA & Woodburn Dragstrip rules. Nor does compliance with NHRA & Woodburn Dragstrip rules guarantee against injury or death to participants, spectators, or others. Upon entering an event, racers agree to follow the rules, and that all interpretation of the rules, questions and protests are left to the discretion of race officials. The Race Director shall be empowered to permit deviation and to impose further restrictions from any of the specifications herein. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS. Interpretation of these rules is left to the discretion of track officials. The Track's decision is final. Although Woodburn Dragstrip works to promote and enhance the safety of the sport, there are no guarantees that such safety measures will guarantee or ensure safety.

DISCLAIMER (continued)

The participant always has the responsibility for the participant's own safety, and by participating in drag racing, the participant accepts all risks of injury, whether due to negligence, vehicle failure or otherwise. If at any time a participant does not accept these risks, the participant agrees not to participate in drag racing.

Each participant must read and understand the following disclaimer. This disclaimer is part of your official tech card and must be read and signed before any competitor is allowed to participate:

In consideration for being allowed to participate in events at this facility, I affirm that I have read, understand, and agree to be bound by all NHRA rules, regulations, and agreements, including, but not limited, to those contained in the NHRA Rulebook, with specific reference, but not limited to the rules, regulations, and agreements contained in the Administration Procedures and Appeals Section of the NHRA Rulebook that are incorporated herein by reference. I have the authority to bind the vehicle's owner to these terms if the owner is someone other than myself. I agree that NHRA and this facility make no representations, warranties, or assurances that a technical inspection, including review of any written information, will:

- Detect every or any vehicle, equipment, clothing, or rule compliance problem; or
- Prevent injury, death, or property damage

I agree that I bear the ultimate responsibility at all times to ensure the safety of the vehicle, equipment, **and clothing in question, and for compliance with all NHRA rules, regulations, and agreements referred to above. I agree that I am in the best position to know about the construction and operation of the vehicle, equipment, and clothing in question, and compliance** with all NHRA rules, regulations, and agreements referred to above. I agree that participation in any and every aspect of the sport of drag racing is a privilege, not a right, and wish to participate in accordance with all of the foregoing.

WOODBURN DRAGSTRIP IS A



We follow the rules and regulations set forth by the National Hot Rod Association. If you are not already a member, we encourage all drivers to become NHRA members.

The NHRA Rulebook is an important source of information. It lists safety requirements for your race vehicles to pass tech inspection prior to racing. Every competitor should possess and read the Current NHRA Rulebook, those are the rules we enforce. We also have certain behavior expectations, with SAFETY at the top of the list.

First and foremost, 'Alcoholic beverages' may not be brought into the facility. Woodburn Dragstrip is a licensed OLCC facility, and it is a violation of state law to consume alcohol not purchased at Woodburn Dragstrip. All outside alcohol will be confiscated. Violators are subject to disqualification and suspension from future events. Any driver, crew member, or person associated with a driver or crew member who is considered to be under the influence of alcohol, any illegal drug, or any judgment impairing substance may be expelled from the race along with the entire crew and vehicle(s) associated with the offender, as deemed by the Race Director.

The speed limit at Woodburn Dragstrip is 5 MPH in all areas except the racing surface. Violators endangering others with their reckless and inconsiderate driving habits, whether in a race vehicle or pit vehicle, will be expelled from the facility, along with the entire crew and race vehicle(s). Burnouts are permitted only in the burnout box.

Abusive, profane, or offensive language is not tolerated. It is grounds for immediate disqualification from an event, suspension of racing privileges, and the right to attend future events at Woodburn Dragstrip. The severity of such action shall be determined in the sole and absolute discretion of Woodburn Dragstrip Officials.

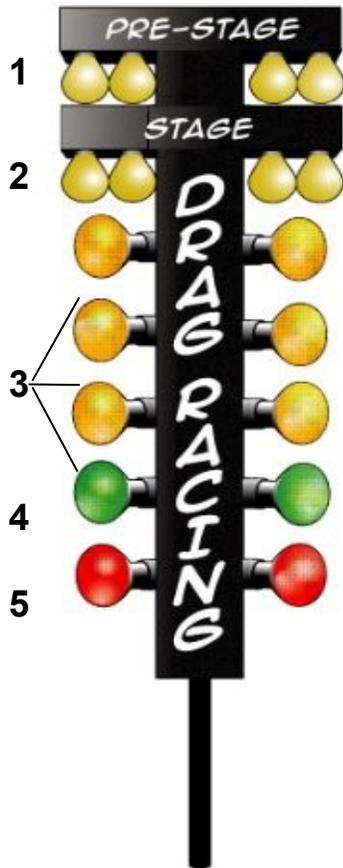
All race vehicles must pass tech inspection. Proper safety equipment and apparel are required, as outlined in the Current NHRA Rulebook. Those not meeting the requirements will be rejected by the Tech Official. It is the responsibility of the driver, when he enters a vehicle into competition, that his vehicle that will pass tech inspection for the class into which it was entered. In the event that a vehicle does not meet the safety standards, the racer will only be charged for his spectator fees for that event.

Remember, it is your responsibility to follow the standards in the current NHRA Rulebook that pertain to you and your vehicle. **Section 1, page 19-23 Administrative Procedures & Appeals 1.7**

NHRA's SUBSTANCE ABUSE POLICY applies at Woodburn Dragstrip.

NHRA SFI SPECIFICATIONS can be found in the current NHRA RULEBOOK, Section 22, Page 1 ~ Charts and Formulas

THE COMPULINK TIMING SYSTEM



1. The **Pre-Stage Lights** are turned on by infrared beams that run across the race track. They are used to show where the vehicle is on the racetrack.

2. The **Stage Lights** are activated when the racer has their vehicle pulled approximately 7 inches further forward from the Pre-Stage Light, activating the Stage Light. This indicates that the driver and vehicle are ready to make a pass.

3. With the driver ready to make a pass, the three **amber lights** will activate in order (all at once for a Pro tree, or sequentially separated by .5 tenths of a second for a Full tree). The driver's job is to 'anticipate' the green light coming on, not waiting for the green light to turn on.

4. If a driver leaves the starting line and the **green light** is on, the driver succeeded on leaving 'on-time' per se', not leaving too early.

5. When a driver leaves too early, the **red light** will turn on. Using the example of an Olympic foot race, the red light would come on when a sprinter leaves before the gun fires. Woodburn Dragstrip uses the TruStart system where if both cars red light the closest red light to a green light will be awarded the win in Eliminations.

The optimal reaction time for a racer to have is a .000, dubbed a Perfect Reaction Time, Perfect light, Trip Zip, etc. To do this, the driver will have to do a perfect job of anticipating the green light turning on. The reaction time is a crucial part of racing, as anything slower than a .000 reaction time works towards your 'handicap'. Again referring to an Olympic foot race, having a slow reaction time is no different than an Olympic official firing his starting gun, and the sprinter having a late start. The sprinter still has a chance to win (as opposed to leaving too soon and being disqualified for red lighting) but it will be tougher because of the 'handicapped' time left on the starting line.

COMPULINK — Woodburn Dragstrip uses the latest Compulink Timing System. Here are some of the most commonly referred to features.

LED's — Woodburn Dragstrip uses COMPULINK LED lights in the Christmas Tree at every event. Compulink LED lights are also used at all NHRA Divisional/Regional and National events. They are more reliable than an ordinary light and less prone to failure. Please note that all LED lights are not equal. The LED's sold at some outlets are inferior to the COMPULINK LED units used at Woodburn Dragstrip.

COURTESY STAGING — Out of courtesy to your fellow competitor, we encourage COURTESY STAGING. As you stage your car, please pull forward until the first light (pre-stage) comes on. At that point, you should wait until the car in the opposite lane has done the same. When both cars have pre-staged, either one may then pull into the second beam which fully stages that car. *PLEASE NOTE:* The system registers a car as staged if the stage light is on for at least 0.6 seconds.

**Therefore, be extra cautious when “bumping” into the lights.

DEEP STAGING — Some drivers prefer to pull into the beams so far that they turn off the pre-stage light. This procedure is illegal in certain NHRA classes (see NHRA rulebook). If you choose to deep stage, you do so at your own risk. Do not write “deep” on your car. The starter is under no obligation to wait for a driver to deep stage

AUTOSTART — The Autostart System will automatically start the Tree at a random pace within a given window. When both drivers are Pre-Staged, the starter will flip the Autostart switch. When one driver stages, the other will have 10 seconds to stage their car, otherwise the Compulink system will “time them out” and disqualify them. Once both cars have staged for 0.6 seconds, the Tree will come on between 0.6 and 1.4 (full tree = 0.6 to 1.1) seconds later, depending on the class. The system will vary the start sequence by randomly adding up to 0.2 seconds, preventing racers from “guessing” when the Tree will come on. The starter is able to stop the sequence if necessary, and can activate the Tree himself by “overriding” if that is required.

CROSSTALK — This program allows the Tree to be fully shielded, but still allows drivers in Super Pro, Top Comp, Top Dragster, and Top Sportsman classes to leave off their opponents tree. CROSSTALK functions by lighting the top bulb in both lanes at the exact same time. This allows both cars a clean “hit” on the Tree. The slower car’s Tree will continue counting down as normal. The quicker car’s top light will remain lit for the duration of the handicap, plus the normal 0.5 second, before counting down the second and third lights as normal. If you have any questions or do not understand how cross talk works please consult with one of Woodburn Dragstrip’s Officials. The driver of the faster car in a pair may cancel the CROSSTALK system by including an “N” behind their dial (i.e., 7.85N). A dash symbol will appear in front of the dial posted on the scoreboard (-7.85) to indicate that **CROSSTALK is NOT in place**. Drivers should check the scoreboard before staging. There will be NO re-runs for incorrect tree configurations.

SPLIT-TREE — The Sunoco Race Fuels Motorcycle class is run on a Split Tree. Each rider can choose either a .400 Pro Tree or a .500 Full Tree. During time trials, riders will be split into two groups: .500 Full Tree and .400 Pro Tree. However, during eliminations, the default tree will be the .500 Full Tree. Riders choosing the Pro Tree are required to place an “P” at the end of their dial (i.e., 10.05P). (continued next page)

A dash symbol will appear in front of the dial-in posted on the scoreboard (-10.05) to indicate that a Pro Tree is in place. Riders should always check the scoreboard before staging. There will be NO re-runs for incorrect tree configurations

TRUSTART — This creative function allows both RED Lights on the Compulink Christmas Tree to be displayed if, in fact, both competitors RED Light. Previous timing systems up to this point have always “Locked Out” the second (faster car’s) RED Light in Eliminations if the first car (slower car) leaves too soon and RED Lights. TRUSTART will display RED Lights in BOTH Lanes if both competitors do, in fact, leave early. The least amount of RED Light of the two will then determine the Winner of the race, equaling the Start Line regardless of the vehicles dial-in. Instead of the slower car leaving with a RED Light and it’s “Race Over”, the second car now has to leave the Starting Line. The actual GREEN/RED Light status of both cars will be displayed creating a level playing field for all competitors. In simple terms, if both cars red light the closest red light to a green light will be awarded the win.

**GENERAL REGULATIONS and
STANDARD OPERATING PROCEDURES
(See the Current NHRA Rulebook)**

HELMET — Drivers in all classes, including motorcycles, must wear a helmet meeting SFI or Snell Specifications. Drivers running 13.99 and quicker are required to have a minimum of a **Snell 2015 helmet**, which is good until 1/1/2027. No DOT helmets. **See NHRA Rulebook: General Regulations Section 21, Page 45 ~ 10:6**

CLOTHING — **ALL drivers** and passengers are required to wear full length pants, short or long sleeved shirt, closed toed shoes, and socks. *Shorts, tank tops, open-toe, open-heels or sandals are prohibited.*

NECK COLLAR/HEAD AND NECK RESTRAINT DEVICE /SYSTEM
Beginning on January 1, 2024, head and neck restraint devices will be required for use in all vehicles that run 150 mph (or faster) or 7.49 seconds (or quicker). In addition, a neck collar, head sock, or skirted helmet must be used with the device. **See NHRA Rulebook: General Regulations, Section 21, Page 46 ~ 10.8**

PROTECTIVE EQUIPMENT

“Protective Equipment” includes suit (one-piece suit or jacket and pants); head sock; gloves; and boots or shoes.

Driver must meet all Protective Equipment requirements stated under Class Requirements for vehicle being driven.

An SFI 3.3 head sock or SFI 3.3 skirted helmet is required where a neck collar is required but has been substituted with a head and neck restraint device. See Class Requirements.

See NHRA Rulebook: General Regulations, Section 21, Page 47 ~ 10.10

DIAL-IN — ***Must be visible from the tower*** and placed on the right side, front and rear windows. Dial-in must be in place and cannot be changed after the car crosses the White Line (lanes 1-5) or the head of the Staging lanes (lanes 6-12) unless approved by Event Director. Check your scoreboard dial-in before staging. If you pre-stage, you are accepting the dial-in. No CrossTalk is signified by a dash (-) on the scoreboard.
THERE ARE ABSOLUTELY NO RE-RUNS DUE TO ANY INCORRECT DIAL-IN.

CAR NUMBERS — Required 6" high by 1 1/2" wide on right side, front & rear windows.
Shoe polish is prohibited in Super Pro or Pro.

DRIVERS & RESTRICTED ACCESS — All Drivers are required to either have a valid driver's license or a NHRA Competition License. All Drivers and Crew must sign the Release & Waiver of Liability at each event. Restricted wristbands will be denied if you are under the influence as per Oregon State Law.

It is Mandatory that all drivers under the age of 18 must have their Legal Guardian sign the Minor Release & Waiver of Liability & Indemnity either in front of Track Management in the office/tower or they can be notarized. The waiver of release/permission form must be signed by the minor's legal guardian(s) prior to start-up/driving of any vehicle. All Drivers and Crew must sign the waiver and wear their daily gate band and restricted wristband to be allowed into any restricted area.

LANE CHOICE— Determined by a coin flip on all laddered eliminators and non-laddered competitors will be assigned lanes by the staging staff.

RE-RUNS—In the event a re-run is deemed necessary, drivers may change their dial-ins. Switching lanes for a re-run is prohibited.

RANDOM PAIRING—You are considered paired with another competitor whenever the staging lane director has pointed to both competitors. Once paired, if one competitor is unable to compete (not start, broken or unable to make the call when so) the other competitor will receive a bye run. The competitor able to make the call must stage under their own power as instructed by the Event Director.

LADDERS — All Sunoco Race Fuels ET Series (Super Pro, Pro and Sportsman), ET Motorcycle, Wilson's NAPA Auto Parts High School, Jr Street, Les Schwab Tire Centers Jr Lightning and Jr Thunder will be laddered for round one, based off reaction times from their qualifying runs. Classes in the Nostalgia Hot Rod Series, excluding Top Gas (Hot Rod, Street Machine, Street Rod, Inline/Flathead, Stick Shift and Gasser) will be laddered second round, based off reaction times unless otherwise specified in class rules. Subject to change at the discretion of track official. (revised 6/14/2022).

PAYOUT — Payouts are based on car count. Most classes pay to the semi-finals. In most cases, if there are only three semi-finalists, **the odd-lot money will go to the driver who lost in the quarter-finals with the best reaction time.**

SINGLE RUNS — In non-laddered competition, the competitor with the best REACTION TIME in the most recent round will be pulled aside and will run last. If there is an odd number of cars, this competitor will receive a bye run.

PASSENGERS — Passengers are not allowed in cars running quicker than 14.00 seconds. Minors (under 18) are NOT allowed as passengers. This excludes Jr Street, who are required to have an Adult Supervisor/Minor Waiver on file).
Passengers are not allowed in eliminations in any points earning class.

RAIN-OUTS & REFUND POLICY

WOODBURN DRAGSTRIP EVENT: RACER ~ NO CASH REFUNDS

- **NO CASH REFUNDS:** If you paid at the gate, save your gate receipt to redeem within one year at a future event if the track deems the event cancelled.
- **FULL ONLINE REFUND:** When purchasing Woodburn Dragstrip tickets on 'theFoat.com' you will receive a full refund on your credit card for that event through 'theFoat.com' for all fees on your credit card if the track deems the event cancelled.
- If weather or other occurrence cancels racing ANY time during time trials/ prior to eliminations, racers will receive 50% credit of their entry fee if the track deems it a cancellation. There will be no payouts. Credit is valid for up to one year from date of purchase.
- If weather or other occurrence cancels racing after the first round/ completion of eliminations, points will be awarded for the round that was completed, and no refunds will be given.
- If weather or other occurrence cancels in the semi-rounds, payout will be divided among the remaining racers (semi, runner-up and winner) and no refunds or entry fee credits will be given.
- **It is the racer's responsibility to be race ready.** There are NO REFUNDS or TRANSFERS made during an event. Once you have passed tech with the intent of racing for your first run of the day, your race entry is committed to the event (no refunds will be made). Should you have tech or related questions, contact Woodburn Dragstrip Management or NHRA Tech.

WOODBURN DRAGSTRIP EVENT: SPECTATOR ~ NO CASH REFUNDS.

- **NO CASH REFUNDS:** If you paid at the gate, save your gate receipt to redeem within one year at a future event.
- **FULL ONLINE REFUND:** When purchasing Woodburn Dragstrip tickets on 'theFoat.com' you will receive a full refund on your credit card for that event through 'theFoat.com' for all fees on your credit card if the track deems the event cancelled.
- If weather or other occurrence cancels racing ANY time during time trials/ prior to eliminations, spectators will receive 50% credit of their entry fee if the track deems it a cancellation. Credit is valid for up to one year from date of purchase.
- If weather or other occurrence cancels racing after the first round/ completion of eliminations, the race will be considered complete. There will be no refund, tickets are not valid and tickets will have no value.
- Major Events: after the first round of feature cars are complete, the event is considered completed and there will be no refunds.

WOODBURN DRAGSTRIP TEST & TUNE EVENTS:

- If weather or other occurrence cancels racing after a racer has had one time/test run or has been at the facility for greater than one hour, the event would be determined complete by that racer and no credit will be given.
- If a racer has not had one run or has not been in the facility for one hour or less, a 50% credit will be given to be used through the end of the current racing season (towards the purchase of a ticket/entry).

PIT VEHICLES

Due to insurance liability, the following applies:

- Please help keep traffic in the pits to 5 mph maximum and follow the arrows.
- Operators of any vehicle must either have a valid state driver's license, or an NHRA Competition License.
- Operators of any vehicle must have a valid state driver's license. Absolutely no one under 16 years of age may operate any vehicle or anything with wheels. This includes, but is not limited to, golf carts, quads, 3-wheelers, motorcycles, mopeds, bikes, rollerblades, roller skates, skateboards, scooters and/or tricycles.
- RC cars are NOT allowed.
- Violations of these rules may result in disqualification of the competitor or anyone associated with the violator and/or suspension from the event.

DRONES

Due to insurance liability, the following applies:

- Non-Contracted Drones are NOT allowed to fly anywhere within the facility.
- Woodburn Dragstrip is only contracted with UpDown Drone.

POINTS

- In each series/class where points are scored, drivers will earn points for those days/events that they participate at Woodburn Dragstrip.
- Drivers are responsible for confirming their points within one week of the event. All class points are posted on our website. If there is a discrepancy, drivers must call or email the office for correction.
- Once time trials begin, 30 points will be credited to all vehicles that have completed tech inspection.
- Each round win adds 10 points.
- An event win adds an additional 10 points.
- Winning the #1 Qualifier adds an additional 10 points for Super Pro, Pro, Sportsman and ET Motorcycle classes only.

TALLYING POINTS ~ **Every race will count towards the racers finals points total.** Primary drivers must notify the tower before the start of any event if there is a change of drivers or secondary driver (must be signed up before May1st), or a change of vehicle.

ET POINT EARNING EVENTS

There are 12 events in Sunoco Race Fuels ET Series (Super Pro, Pro, Sportsman), 11 events in Sunoco ET Motorcycle Series, 10 events in Wilson's NAPA Auto Parts High School Series, 10 events in Varner Automotive Jr Street Series and 10 events in Les Schwab Tire Centers Jr Drag Racing Series. Also see Rainout Policy regarding points.

CHANGING CLASSES

NO points may be moved from one class to another.

TIE-BREAKERS

To determine a tie among two or more drivers, Woodburn Dragstrip will use the following series of tiebreakers until a leader is found in the order of the 1–4 rules. The leading driver will be the one who: **1)** Has the most round wins; **2)** Has the most event wins; **3)** Finished best at the most recent points scoring event; **4)** Finished best at the second most recent points scoring event, etc., etc., until a leader is found.

YEAR END AWARDS

Year-end awards will be given to the top 3 finishers in Super Pro, Pro, Sportsman and Jr Lightning. Year-end awards will be given to the top 2 finishers in ET Motorcycle, High School, Jr Street and Jr Thunder. In all other Series & Classes that earn points, year-end awards will be given to the top 2 finishers.

NO-SHOW POINTS

- **ET Team Racers Only:** If you know that you will miss a points race, you can purchase No-Show points for that event (only 2 times allowed during the season). No-Show tickets must be purchased online prior to that event.
- **All Other Class Series:** Once time trials begin, 30 points will be credited to all vehicles that have completed tech inspection. If a driver is unable to stage their car for any round of eliminations, they must inform the timing tower on the day of the event to receive their No-Show points. The timing tower will complete a No-Show form at that time and enter their points.
- If the timing tower is not informed by the driver, the driver will not receive any no-show points.

SECONDARY DRIVER

- Racers in Super Pro, Pro, Sportsman and Dragster/Roadster are the only classes allowed to have a Secondary driver signed up.
- Secondary drivers will earn points if the Primary Driver is forced to miss an event.
- The Secondary driver must be signed up by May 1st of every race season.
- The tower must be informed when the Secondary driver is competing in place of the Primary driver.
- The Secondary driver must compete in the same car with the same competition number as the Primary driver.
- Secondary drivers must also possess all driver credentials and safety equipment as required for that class.
- The Primary driver must earn 51% of the points.
- The Primary driver is NOT allowed to compete in any classes at the same time that their Secondary driver is earning points for them.

TRIP ZIP CLUB

A racer who scores a perfect reaction time (.000) at any time, in any class, at any event, is requested to bring their time slip to the tower on the day it happens. They will then be registered into the TRIP ZIP CLUB Registry. In the tower, the racer will receive a Trip Zip Club T-shirt, a Trip-Zip decal and a Trip Zip Coin sponsored by Kris & Danny Wargnier (while supplies last).

#1 QUALIFIER FOR THE POINTS

This competition is held at all Sunoco Race Fuels ET Series points events (Super Pro, Pro, Sportsman & ET Motorcycle). The object is to get the best reaction time without breaking out. The racer in each class with the best reaction time (closest to a perfect reaction time of .000), after the conclusion of all their qualifying runs will be known as the '#1 Qualifier'. The racer will then receive 10 Bonus Points. In the event of a tie, the first competitor with the best reaction time will be the winner and #1 Qualifier of that event.

TIME TRIALS / QUALIFYING RUNS

- You 'cannot' run time trials or qualifying runs in any class other than the class you are competing in.
- If you miss your time trials/qualifying runs, you will be placed on the bottom of the time trials/qualifying run sheet as long as you notify the tower immediately.
- At the track's discretion, and with tower management approval, you may be able to make your run up at the end of the run order.
- If you do not notify the tower by the end of the final round of qualifying, you will not be added to the qualifying ladder.
- If you break your vehicle during time runs, you must come to the tower and get management approval to tech and run your secondary vehicle. Your secondary vehicle must be able to compete in the same class.
- If you break your vehicle during elimination, you are done in that class for the remainder of the event.

NHRA LAND of the LEADERS ET CHALLENGE (LOL)

Drivers who race in the Sunoco Race Fuels ET Series, (Super Pro, Pro, Sportsman), ET Motorcycle, Jr Street & Jr Drag Racing Series are eligible to compete in four races each season to earn NHRA NW Div 6 ET Challenge (LOL) points. Drivers are required to have a valid NHRA number/membership. The driver with the greatest number of points in Division 6 per class, will receive a Champions jacket and a Wally at the Div 6 Awards Banquet. Racers may chose to enter the four ET Challenge (LOL) events at any number of tracks, but points are NOT transferable from one track to another. Woodburn Dragstrip's LOL dates are posted by class in our yearly race schedule as (LOL date). If a LOL date is rained out/ cancelled, we will reschedule it to the next possible points race date.





NHRA.tv CHALLENGE
and the
SUMMIT KING of the TRACK



Any driver, who has a 2024 Woodburn Dragstrip Competition Number, are invited to race at the NHRA.tv Challenge. Winners in Super Pro, Pro, Sportsman and ET Motorcycle will each receive a Special Edition NHRA Wally. At this event, our 2024 Track Champions in Super Pro, Pro, Sportsman & ET Motorcycle will face off for the NHRA/Summit Racing King of the Track Wally.

SPLIT TREE (Motorcycle) and CROSSTALK (Super Pro) will be used for this race. In the event a Super Pro car races a .400 Pro Tree Motorcycle, Cross talk will NOT be used. TRUSTART will NOT be used when the Split Tree is in use.

**2024 NHRA DIV 6
SUMMIT ET FINALS**



68 racers will earn the right to represent Woodburn Dragstrip at the NHRA Div 6 Summit Racing ET Finals, which will be held at Pacific Raceways, WA, on August 28th through September 2nd.

The breakdown of all ET Team members: Super Pro = 15, Pro = 15, Sportsman = 14, Motorcycle = 6, EV = 4, High School = 2, Jr Street = 2, Jr Lightning = 4 & Jr Thunder = 4.

Racers earn the right to become a Woodburn Dragstrip ET Team Member by earning points throughout the season. All Woodburn Dragstrip point earning classes that are contested at the ET Finals will be completed Sunday, August 18, 2024.

To make the Team for the ET Finals, the qualified **racer MUST** have a NHRA Competition ET Number and attend the Team meeting. If a racer is not able to attend the meeting, they must inform Woodburn Dragstrip Office Management of their intentions by the conclusion of this event. If you are NOT at the meeting & have not previously told Track Management of your intentions, you will be passed over and **your spot will be forfeited**. In the event we do not fill all spots in each class, we will go to the next racer that attends the meeting.

WILD CARD DRAW for RACE of CHAMPIONS: the names of the remaining team members in each class, that have a perfect attendance in the 2024 Sunoco ET Series will be put into the Wild Card Drawing for the final Race of Champion spot. If no racer has a perfect attendance, the racer with the highest attendance in the Sunoco ET Series will fill the final Race of Champion spot.



SUNOCO RACE FUELS ET SERIES

These rules are in effect for the
Current Season & ET Finals.

ATTENTION SUPER PRO & PRO COMPETITORS: An Oil retention device is mandatory on all vehicles running 9.99 & quicker or exceeding 135 mph. Motorcycles & Snowmobiles are excluded. See General Regulations 1:8., Section 21, page 9, of the 2024 NHRA Rulebook for device criteria. Head & Neck restraint with a head sock is also required for all Jr Dragsters and must also be use in any vehicle that runs 50 mph or faster, or runs 7.49 seconds or quicker.

SUPER PRO (1/8 Mile 4.30–7.70)

- 1. Computer:** Prohibited: unless stock OEM equipment or OEM replacement. See NHRA Rulebook General Regulations 9:1.
- 2. Data Recorder:** Permitted: One data recorder only. See NHRA Rulebook General Regulations 9:2 & 9:10.
- 3. Delay Box:** Permitted: One box/device only. All direct wiring must be clearly identifiable to the tech inspector. See NHRA Rulebook Class and General Regulations Section 8.2.
- 4. Transbrake:** Permitted.
- 5. Line lock:** Permitted: Front wheel. Line lock switch must be NHRA-accepted. Prohibited: Four-wheel.
- 6. Automated Shifter:** Permitted.
- 7. Throttle Control:** Permitted: per NHRA rulebook. Permitted: Pneumatic starting line enhancers.
- 8. Ignition:** Prohibited Stutter boxes. Prohibited Three-steps, Two-steps, or single stage rev limiters permitted. Prohibited: Any rpm limiting device legal unto themselves but altered or installed so as to function as a down-track rpm controller. NHRA Rulebook General Regulations 8:3.
- 9. Switches & Buttons:** Permitted: All switches and/or buttons must be standard mechanical connection type. Prohibited: Infrared lasers, retinal scan, fingerprint, light source or any other non-mechanical type switch and/or button.
- 10. Tow Vehicles:** Permitted.
- 11. Compulink:** CROSSTALK is used in Super Pro. No CrossTalk is signified by a dash (-) on the scoreboard.
- 12.** Super Pro may go across the starting line on burnouts but not under power.

PRO (1/4 MILE 9.00—13.99)

- 1. Computer:** Prohibited: unless stock OEM equipment or OEM replacement. See NHRA Rulebook General Regulations 9:1.
- 2. Data Recorder:** Permitted: One data recorder only. See NHRA Rulebook General Regulations 9:2 & 9:10.
- 3. Delay Box:** Prohibited.
- 4. Transbrake:** Permitted: Transbrake switch must be NHRA accepted; contact Division Tech Director for accepted list.
- 5. Line Lock: Permitted:** Permitted: Front wheel. Line lock switch must be NHRA-accepted. Prohibited: Four-wheel.

PRO (continued)

6. Automated Shifter: Permitted: Timed or RPM type. All settings must be pre-set prior to run. See NHRA Rulebook General Regulations 8:2.

7. Throttle Control: Prohibited: Throttle timers, counters prohibited. Throttle must be manually operated by the driver's foot. Electronics, pneumatics, hydraulics, may in no way affect the throttle operation. Permitted: Mechanical start line controller. A dead-stop under the carburetor or gas pedal is permitted. See NHRA Rulebook Section 4A, Electrical 8, page 7.

8. Ignition: Prohibited: Stutter boxes. Permitted: Starting line and/or 'high side' rev limiters (i.e. two-step). Prohibited: Three-steps. Prohibited: Two-steps, rev limiters or any other rpm limiting devices, legal unto themselves but altered or installed so as to function as a down-track rpm controller. See NHRA Rulebook General Regulations 8:3.

9. Switches & Buttons: All switches and/or buttons must be standard mechanical connection type. Infrared lasers, retinal scan, fingerprint, and light source or any other non-mechanical type switch and/or button prohibited.

10. Tow vehicles: Prohibited.

11. Full-bodied vehicles may not cross the starting line on any burnouts.

SPORTSMAN (1/4 MILE 11.60 and slower)

Sportsman vehicles may not cross the starting line on any burnout.

1. Computer: Prohibited unless stock OEM equipment or OEM replacement. See NHRA Rulebook General regulations 9:1.

2. Data Recorder: Prohibited, See General Regulations 9:2 & 9:10.

3. Delay Boxes: Prohibited.

4. Transbrake: Prohibited.

5. Line lock: Front wheel permitted. Four-wheel prohibited. Line lock switch must be NHRA-accepted. Two-wheel line lock permitted on non-drive wheels only.

6. Automated Shifter: Prohibited unless OEM equipped. Permitted: Electronic or pneumatic shifter must be manually activated by driver.

7. Throttle Control: Throttle must be manually operated by the driver's foot. Electronics, pneumatics, hydraulics, may in no way affect the throttle operation. Permitted: Mechanical start-line controller; see Section 4A, Electrical 8, page 7. Permitted: A dead-stop under the carburetor or gas pedal. Prohibited: Throttle timers, counters.

8. Ignition: Prohibited: Stutter boxes. Permitted: Single stage "high side only" rev limiters. Prohibited: Starting line rev limiters prohibited. Rev limiters or any other rpm limiting devices, legal unto themselves but altered or installed so as to function as a down-track rpm controller. Prohibited: Crank trigger system prohibited, unless OEM distributor less ignition. Ignition systems equipped with built-in two-step rev limiters must have the 'low side' (start line) function disabled. See NHRA Rulebook General Regulations 8:3.

9. Switches & Buttons: All switches and/or buttons must be standard mechanical connection type. Infrared lasers, retinal scan, fingerprint, and light source or any other non-mechanical type switch and/or button prohibited.

10. Tow vehicles: Prohibited.

11. Full-bodied vehicles may not cross the starting line on any burnouts.

ET MOTORCYCLE (1/4 MILE 7.50 — 13.99)

Number plates are required. Same electronic rules as Super Pro vehicles. Snowmobiles and motorcycles are allowed to compete in this class. The riders may choose either a .400 Pro Tree or .500 Full Tree on the Split Tree. Pro Tree is signified by a dash (-) on the scoreboard. Compulink' TruStart will not be used in the Motorcycle class. It is the racer's responsibility to check the scoreboard dial-in before staging. If you pre-stage, you are accepting the dial-in. **ABSOLUTELY NO RE-RUNS DUE TO INCORRECT DIAL-IN or TREE CONFIGURATION.**

WILSON'S NAPA HIGH SCHOOL SERIES

(1/4 MILE —11.60 & Slower)



All vehicles must comply under **Sportsman** rules. High School racers must have a valid state driver's license. Minors are required to have an official "Minor Waiver Release" which is signed/notarized by their legal guardian(s). Refer to the NHRA Rulebook regarding required safety equipment. In addition, at the Awards Banquet, Wilson's NAPA Auto Parts will award a \$500 Gift Certificate to the season champion and a \$250 gift certificate to the season runner-up.



LES SCHWAB TIRE CENTERS JR DRAG RACING SERIES*

1/8th mile

For complete rules, see the current
NHRA Jr Drag Racing League Rulebook.

*Valid Jr Dragster License Required and Requires test runs & witnesses.

| Classes | Age | Dial-in Restricted | Color Code |
|--------------|------------|--------------------|------------|
| Jr Lightning | (13 to 18) | 7.90 & Slower | Red |
| Jr Thunder | (6 to 12) | 8.90 & Slower | Yellow |

Racers who compete in the Jr Thunder class (ages 10-12) can have a dial-in of 8.90 & Slower, 8-9 year olds (11.90 & Slower) and 6-7 year olds (13.90 & Slower).

TRAINEE: Age 5: Elapsed time restricted to 20.00 seconds or slower. Limited to non-competition, single passes. Engine restricted to factory-sealed Briggs & Stratton 206 crate engine (part #124332 8201) with red slide valve (part #555733). If the racer runs faster than 20.00 seconds, he or she will be disqualified for the remainder of the event and may face further action deemed appropriate by NHRA.

For 6 and 7 year old: Any driver running quicker than a 13.70 in the 1/8 mile (7.00 in the 330) at any time during an event will receive one warning. If a second offense occurs, he or she will be disqualified from

(continued Jr Drag Racing 6—7 yr olds)

the remainder of the event. Any driver running quicker than 13.50 in the 1/8 mile (6.80 in the 330) at any time during an event will be immediately disqualified for the remainder of the event. These rules are in effect in time trials, qualifying, and eliminations. Engine restricted to factory-sealed Briggs & Stratton 206 crate engine (part no. 124332 8201) with blue slide valve (part no. 555734).

For 8 and 9 year old: Any driver running quicker than a 11.70 in the 1/8 mile (6.10 in the 330) at any time during an event will receive one warning. If a second offense occurs, he or she will be disqualified from the remainder of the event. Any driver running quicker than 11.50 in the 1/8 mile (5.90 in the 330) at any time during an event will be immediately disqualified for the remainder of the event. These rules are in effect in time trials, qualifying, and eliminations.

For 10-12 year old: Any driver running quicker than a 8.70 in the 1/8 mile (4.70 in the 330') at any time during an event will receive one warning. If a second offense occurs, he or she will be disqualified from the remainder of the event. Any driver running quicker than 8.50 in the 1/8 mile (4.50 in the 330') at any time during an event will be immediately disqualified for the remainder of the event. These rules are in effect in time trials, qualifying, and eliminations.

For 13-18 year old: Dial-in restricted to 7.90 seconds or slower based on either an et dial-your-own or heads-up basis, break-out rules apply.

Master: Ages 18 and Higher. Any competitor running quicker than a 7.50 in the 1/8 mile (4.10 in the 330') or faster than 85.00 at any time during eliminations, will be disqualified from the event.

Any competitor running quicker than 7.50 in the 1/8 mile (4.00 in 330') or faster than 89.99 mph at any time during time trial or qualifying will be disqualified from the event and will be subject to additional disciplinary action in the sole and absolute discretion of NHRA.

Run Order - Jr Thunder, Jr Lightning, (Jr Tuff run after eliminations)

Qualifying - Drivers must make their qualifying run in the class they signed up for.

Dial-Ins - Dial-in boards must be attached to passenger side of the car. Do not block the tower's view of the board from the beginning of the staging lanes to the starting line. Your Dial-in cannot be changed after passing the white staging lane line. **THERE ARE ABSOLUTELY NO RE-RUNS DUE TO AN INCORRECT DIAL-IN.**

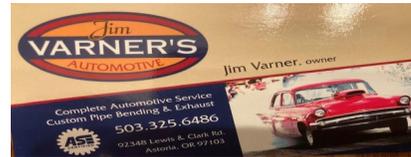
Staging - The car must start and self-stage. Touching or push-staging any vehicle is prohibited. If the car loses fire, it may not be restarted and the run is forfeited.

Jr Tuff - At most Jr events, a 'Second Chance class/Jr Tuff' will be contested for all 1st round losers. The Second Chance category will be run as one class. Racer's will be separated based on the category they normally compete in. Woodburn Dragstrip will do their best to have Thunder vs Thunder, and Lightning vs Lightning, based on the cars in the category, but, the racers will still compete in one bracket.

Back-Up Drivers - There are NO back-up drivers in Jr Drag Racing.

Towing - A fluorescent or brightly colored flag is required to be attached to all Jr Dragsters and is mandatory any time the vehicle is being towed. Minimum height above ground, when attached, is 5 feet.

**JIM VARNER'S AUTOMOTIVE
JR STREET SERIES**
(9.00 and slower in 1/8 mile)



NHRA has created a new youth racing program for 13-16 year olds that will give teenage boys and girls the opportunity to race against their peers in full-bodied street vehicles with an adult co-driver as their teammate that combines racing and car safety. This is an inexpensive program to help meet the demand for teenagers wanting to drive fast but, best of all, it's a way for families to use drag racing as a learning tool and a conduit for family bonding" said Josh Peterson, NHRA Vice-President of racing administration. Competitors in the NHRA Jr. Street program will go through an orientation & licensing procedures on an eighth-mile dragstrip in their vehicles which must meet program requirements. Approved vehicles must be registered & insured, Street-Legal vehicles with mufflers and street tires and limited to 9 seconds and slower. Snell 2015 helmets or newer are required by the driver and co-driver. 9.00 is the quickest ET that Jr Street can dial in the 1/8 mile.



**A1 MUFFLER & BRAKES,
and INTERNATIONAL
UNION PAINTERS & ALLIED
TRADES**



NOSTALGIA HOT ROD SERIES

The Nostalgia Hot Rod Series is designed for vehicles that are 1993 and Older, depending on the class. The Oldies but Goodies and the Hot Rod Nationals are also events where racers can earn points.

(continued Nostalgia Hot Rod Series)

Listed below are the classes and years allowed, per class, along with ET Breaks, and Rule restrictions.

Top Gas (1993 & Older / 7.00 - 11.99) See **Super Pro Rules**

Hot Rod (1965 & Older / 8.00 - 12.99) See **Pro Rules**

Street Machine (1966 - 1993 / 8.00 - 12.99) See **Pro Rules**

Street Rod (1993 & Older / 11.60 & Slower) See **Sportsman Rules**

Inline/Flathead (1993 & Older) See **Pro or Sportsman Rules**

Stick Shift (1993 & Older) See **Super Shifter Rules**

Gasser (1993 & Older / 8.50 & Slower) Straight Axle, Full Body. See **Pro or Sportsman Rules**.



LAST LAP RESTAURANT DRAGSTER/ROADSTER

Dragster/Roadster is a nostalgia-type class specifically targeting 1969 or older Front Engine Dragsters, Funny Cars, and 1955 or Older Roadsters/Altered. This class uses a .400 pro tree and a handicapped start based on the driver's selected dial-in (7.50 - 10.50), with lane choice based on a coin flip. For more information, email David Cookman at medadof4@yahoo.com

GENERAL REQUIREMENTS: Class will follow Summit Series Pro rules with the following exceptions: **DRAGSTER DEFINITION** – 1969 & earlier style front engine dragster (FED). Multiple engines permitted.

ROADSTER DEFINITION: 1955 & earlier open top bodies with a full tube chassis. Examples include, but are not limited to "T" Roadsters, Altered, Bantam Roadsters/Altered, side & center steer Fiat Topolino's, etc.

1. Multiple engines: Permitted.
2. Automated Shifter: Prohibited.
3. Tow Vehicles: Allowed.
4. Burnouts: Allowed across starting line.
5. Deep Staging: Permitted, but done at own risk. Starter is under no obligation to wait for you.
6. Courtesy Staging: Encouraged, but not mandatory.
7. Two-Way Radios Between Driver and Crew: Prohibited.

DRAGSTER/ROADSTER QUALIFYING/LADDERS:

Based on reaction time. Racers will be laddered via 'Sportsman' qualifying (example: 1 vs. 9, 2 vs. 10, etc. etc).

Does not run on TRU-START. First person to Red-light is eliminated.

POINTS: Points are tabulated the same as Woodburn Dragstrip. A backup driver is allowed in the Dragster/Roadster/Altered class. Backup driver must be in the primary car.

(Dragster/Roadster continued)

QUALIFYING ADDITIONAL POINTS: Qualifying positions earn additional points as follows: 1st = 8 pts, 2nd = 7 pts, 3rd = 6 pts, 4th = 5 pts, 5th & 6th = 4 pts, 7th & 8th = 3 pts, 9th-12th = 2 pts, 13th -16th = 1 pts, and beyond 16th = 0 points.

POINTS TIE-BREAKERS: See page 11.

SPECIALTY RACING SERIES
TIME AUTO GROUP MODERN
MUSCLE CAR SERIES



All vehicles must comply under NHRA Pro, Sportsman or Street Legal Rules. This class is for 2004 & newer full-bodied cars only (Camaro, Charger, Challenger, Mustang, Corvette, etc). This class is designed for all the recreated Muscle Cars with the latest in technology. **NHRA Competition License required for 9.99 and quicker, or over 135 mph.** Level 6C license is for 2014 & newer (OEM model/year) limited to 9.00 & slower & 150 mph and slower. Level 7C is for 2008-2013 (OEM model/year) cannot run quicker than 10.00 and not faster than 135 mph. Laddered 2nd round Eliminations.



REMODELING BY CLASSIC HOMES
PICKUP SERIES

All vehicles must comply under NHRA Pro or Sportsman Rules. Pickup ET: 8.60 and slower. NHRA Competition License required for 9.99 and quicker, or over 135 mph. To compete in this class, your vehicle must either be a Light Utility: Luv or Medium Utility: Suburban, 3/4 ton truck, Explorer. El Caminos & Rancheros are allowed. There are no heavy utility vehicles allowed. Random pairings in Eliminations.

FUTRELL AUTOWERKS
VOLKSWAGEN SERIES



All vehicles must comply under Pro or Sportsman Rules. To participate in this class, your vehicle and engine must have been manufactured while the company was under ownership of the Volkswagen Group. Examples are: Audi, Bentley, Bugatti, Lamborghini, and Porsche. Random pairing in Eliminations.



LAST LAP RESTAURANT
HOLE IN THE HOOD SERIES

All vehicles must comply under Pro or Sportsman Rules. 2000 & older full-bodied cars only. *Your vehicle must have a supercharger, tunnel ram, injector or carburetor, and a minimum of the air filter must be protruding through the hood. Hood must be on car. No hood scoops allowed. All exposed carbs must have air filter or flash shield. Laddered 2nd round of Eliminations. ***All combinations subject to approval by Tech Official.**

**ARC AUTOMOTIVE
SUPER SHIFTER SERIES**



All vehicles must comply under Pro or Sportsman Rules. All cars must meet NHRA tech requirements as per ET Rules. (i.e., Cars running 11.49 and quicker require a scatter shield, roll bar, and SFI seatbelts as per NHRA rulebook). All cars in competition must have a clutch engaged transmission. The operation of the clutch shall be a direct action of the driver's foot. Approved dampening system will be allowed for non-sport lock clutches or clutchless transmissions. No adjustment allowed by driver or crew after the burnout box and therefore must be covered if mounted inside driver's compartment. All gear changes must be a result from direct action from the driver. Pneumatics, hydraulics shifters prohibited. Any clutch assisted automatic must be manually shifted. No timers or delay boxes allowed. Once the vehicle is in motion, nothing can affect its operation other than the driver (i.e., no throttle timers, electric shifters). Qualifying will be determined by reaction time from Round 1 Winners and is laddered for 2nd round of Eliminations.

AMERICAN V-TWIN SERIES

American V-Twin Series allows Victory, Indian, Buell and other American made V-Twins into the class. All bikes are subject to approval by the track Tech Official. Class is laddered 1st round of Eliminations.



**BUTTERFLY PORTRAIT STUDIOS
POWDERPUFF SERIES**

All vehicles must comply under Sportsman or Pro Rules, with the exception that vehicles can run as fast as 11.50 seconds. This class is for female drivers only. Laddered 2nd round of Eliminations.

**BIG COUNTRY TRUCK & TRAILER REPAIR
DIESEL SERIES**

All vehicles must comply under Sportsman or Pro Rules. This class is for any Diesel Powered Vehicles (Trucks & Cars) and is laddered 2nd round of Eliminations.



**BL PERFORMANCE
SPORT COMPACT SERIES**

All vehicles must comply under Pro or Sportsman Rules. Open to any FWD 4 or 6 cylinder car or truck, import or domestic. RWD and AWD must be import manufacture and labeled, or joint-manufactured platform. This class has Random Pairing in Eliminations.

NORTHWEST DRAG BIKE

Northwest Dragbike classes are Pro Mod, 7.70 Index, along with ET Motorcycles. There is something for everyone and fun at their events. This association races from May through September yearly.

FRIDAY NIGHT FUN DRAGS

NHRA RULES APPLY! The Track will be prepped for higher powered race only vehicles. But, even street driven vehicles can participate in this event that features time trial & grudge racing between 4pm and 8 pm (dusk), giving each participant multiple runs down the 1/4 mile of concrete. Racers required to wear full length pants, shirts, no tank tops, closed toe & closed heel shoes, no heels.

100 MPH CLUB

Any muffler-equipped first time racer who achieves a 100 mph or more on their timeslip is requested to come to the tower to receive their 100 mph decal.



2024 SUNOCO RACE FUELS

Prices Subject to Change
Call for Prices ~ 503-982-4461

TYPE OF FUEL by the Gallon / Drum ~ We do not accept empty drums!
Standard 110 leaded (Purple) Clear Boost Oil \$125 (5 gal bucket)
Supreme 112 leaded (Blue) Siphon Pumps \$30
HCR Plus 114 leaded (Orange)
Maximal 116 leaded (Red)
RACING METHANOL (Clear)

PRE-ORDER FUEL ONLY - 5 gal Pail or Drum

EX02 110 leaded (Light orange)
M02X 112 leaded (Green)
M02X UNL
SR18 118 leaded (Yellow)
SS100 (replaces 260GT)
260 GTX 260
260 GT Plus

We do not accept empty drums!

Updated 04/10/2024

BASIC RACER GUIDELINES

IT IS THE RACERS RESPONSIBILITY TO MAKE SURE YOUR VEHICLE IS LEGAL AND THAT ALL RULES ARE FOLLOWED!!

Mandatory 2024 Woodburn Dragstrip Competition Number must be purchased YEARLY for all Woodburn Events! Exceptions are: West Coast Shootout, Import FaceOff, NW Bug Run, Mopar Nationals, NHRA Lucas Oil, Thunder Truck Drags, NHRA Heritage Series. Summit ET Finals & Pacific Waterland.

Remember, it is your responsibility to follow the standards in the NHRA Rulebook that pertain to you and your vehicle. See Section 1 (pages 19-24) Administrative Procedures & Appeals 1.7 SUBSTANCE ABUSE POLICY is in force at Woodburn Dragstrip.

- **ALL vehicles must pass basic NHRA technical/safety inspection.**
- **ALL Tech cards must be completed online.**
- ALL racers are required to wear full-length pants, shirt with sleeves (no tank tops), and closed-toe shoes with socks, no heels.
- **SHORTS ARE NOT PERMITTED.**
- Drivers in all classes, including motorcycles, must wear a helmet meeting SNELL or SFI Specifications. DOT Helmets are not allowed.
- All drivers of vehicles quicker than 14.00 (8.60 1/8 mile) are required to have an NHRA Approved helmet (Snell SA 2015, SFI 24.1/2015 or 31.1/205 or newer) helmet. DOT Helmets are not allowed.
- Full-Face helmet mandatory on all cars 9.99 or quicker. Shield mandatory 7.49 & quicker. DOT Helmets are not allowed.
- ALL convertibles quicker than 13.50 (8.25 1/8 mile) are required to have an NHRA approved roll bar.
- Pre-2008 Vehicles running quicker than 11.50 (7.35 1/8 mile) must have an NHRA approved roll bar.
- Drivers of vehicles quicker than 11.50 (7.35 1/8 mile) must have an approved SFI rated racing jacket.
- Drivers of vehicles quicker than 10.00 seconds (6.40 1/8 mile) and faster than 135 MPH are required to have a NHRA Competition License, as well as appropriate required safety equipment (described in NHRA rulebook).
- All vehicles must be equipped with a coolant overflow bottle and a battery tie-down.
- If the battery is relocated from the stock location, a shutoff switch is required on the rearmost/back of the vehicle.
- Motorcycle riders must have an approved full face helmet, leather jacket, leather boots or shoes that cover the top of the riders' ankles and leather gloves.
- Motorcycle riders running 120 MPH or faster must have full leather clothing or SFI Spec 40.1/2 suit.
- Riders of bikes/quads quicker than 10.00 seconds (6.40 1/8 mile) are required to have an NHRA Competition License, as well as required appropriate safety equipment as described in the NHRA rulebook.
- Woodburn Dragstrip is an OLCC facility. It is a violation of state law to consume alcoholic beverages not purchased at the Woodburn Dragstrip Beer Stands. You cannot bring your own alcohol into the property.
- Glass containers are not allowed on the property.
- Drugs including: marijuana, cocaine, heroin, fentanyl, etc. are strictly prohibited anywhere on the property.

NHRA RULEBOOKS are available FOR SALE in the Pro Shop & NHRARACER.com or you can purchase online at www.NHRARACER.com.