



NATIONAL TRAIL RACEWAY
GENERAL REGULATIONS AND STANDARD OPERATING PROCEDURES
(Revision 1/30/2025)

RADIO STATION

- The radio station is 88.3 FM on your radio for the P.A. System.

PIT VEHICLES CURFEW/CONTROL

- Speed limit for cars, bike, quads, carts, etc. traveling in the pit area is 10 miles per hour.
- Pit Vehicles MUST be driven in a safe and responsible manner.
- **Pit Vehicles MUST be driven by a licensed driver 16 year or older.**
- Pit Vehicles MUST yield to race vehicles at all times.
- Racers may be held accountable for the conduct of their crew, per the NHRA Rulebook.
- Beginning one (1) hour after racing ends or 11 pm (whichever is later), all motorized vehicles will be parked, and foot traffic only is permitted.
- Violations of this rule may result in disqualification of the competitor, or anyone associated with the violator, and/or suspension.

ENTRANCE GATE

- In the interest of highway safety (per the Ohio State Highway Patrol) teams are not permitted to park on Highway 40.

TENTS AND CANOPIES

- Staking is not permitted on any asphalt parking spot.
- We ask for everyone's cooperation regarding this. Fines may be administrated.

RESTRICTED ACCESS

- Drivers and crew must sign the Release and Wavier of Liability at each event. Signers will be given a Restricted Area wristband, which must be clearly worn for the entire event. Violations will not be tolerated. Parents must sign a Minor Release and Wavier of Liability and Indemnity Agreement for any minor under the age of 18. Minor Waivers are available in Race Control, Suite 103.

TECH INSPECTION

- It is the responsibility of the driver to only enter a car into competition that will pass tech inspection for the class into which it was entered.
- In the event that a car does not meet the safety standards, the racer will be charged for the spectator fees for that event, but the racer portion will be credited.
- National Trail Raceway is an NHRA Member Track, and all racers are expected to follow NHRA rules.
- National Trail Raceway reserves the right to check a racer's vehicle at any time for any reason.



HELMET

- Drivers of all cars running (13.99 1/4 mile) or (8.99 1/8 mile) and quicker are required to a minimum of a Snell 2015 Helmet. Please refer to the 2024 NHRA Rulebook or a National Trail Raceway Official for questions regarding legal helmets.

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/heel, or sandals are prohibited.**

TAIL LIGHTS

- All vehicles must have a working light on the rear of their vehicle.
- Light must be turned on for evening racing.
- Light must be sufficient to be seen from the starting line to the track turn-off.
- One warning will be given for an insufficient light.
- Failure to comply may result in disqualification.

ANTIFREEZE

- Vehicles running 11.50 or quicker are not permitted to have coolant/antifreeze in the cooling system.

DIAL-INS

- **Must be visible from the tower**, placed on the driver side, and rear window.
- Dial-in must be in place and cannot be changed once the cars reach the ready line under the tower, unless approved by the Race Director.
- Check the dial-in board and the scoreboard before pre-staging.
- In classes that use CrossTalk make sure your opponent's dial-in is correct as well.
- **ABSOLUTLEY NO RE-RUNS DUE TO INCORRECT DIAL-IN.**

CAR NUMEBRS

- Required 6" high by 1 1/2" wide on both sides and front & rear window.

DRIVERS

- All drivers are required to have a valid driver's license.
- All drivers under the age of 18 must have a parent permission form on file, which is signed by a parent/guardian prior to passing tech inspection. Minor waiver forms are available in the Finish-line store and Race Control, Suite 103.

BREAKAGE

- If your car breaks prior to making a time run, you will receive entry credit for the amount of the tech card minus the spectator admission fee for the day. If you want to receive points for the day, then there will be no credit issued.



- If your car breaks prior to the 1st round of eliminations, you will receive 50% entry credit for the amount of the tech card minus the spectator admission fee for the day. If you want to receive points for the day, then there will be no credit issued.
- If your car breaks during eliminations, you may switch cars as long as the vehicle is not in competition in **ANY** class.

TIME TRIALS/QUALIFYING

- Lanes 1,3,5 will be designated left lane.
- Lanes 2,4,6 will be designated right lane.
- There will be no singles in time trials/qualifying unless there is an odd number of racers or approved by Race Director.
- **NO CHANGING LANES ONCE YOU ARE PAST THE CROSS WALK.**
- If you wish to run a certain lane it is suggested to make sure you get to the lanes early.
- **IF YOU MAKE AN EXTRA TIME TRIAL/QUALIFYING RUN IN A JEGS ET SERIES CLASS, THAT RUN WILL COUNT AS FIRST ROUND LOSS AND YOU WILL BE ABLE TO BUYBACK INTO THE RESPECTIVE CLASS.**

ELIMINATIONS RANDOM PAIRING

- Racers will be called to their respective lanes.
- Racers in lanes 1,3,5 will be designated the left lane.
- Racers in lanes 2,4,6 will be designated the right lane.
- The head of staging will pull one left lane and one right lane to completion, then pull the next left lane and right lane to completion.
- The pulling order of Staging Lanes will be randomly decided, (example, in 1st rd it might be 1 vs 2, 3 vs 4, 5 vs 6, in 2nd rd it might be 1 vs 4, 2 vs 3 and 5 vs 6, 3rd rd it might 1 vs 2, 3 vs 4, and so forth until the class is on a ladder, or the class is only called into 2 lanes.
- Racers will be pulled front to back if at the end there are only racers in a left or right staging lane.
- **NO CHANGING LANES ONCE YOU ARE PAST THE CROSS WALK.**
- Racers are considered paired with another racer whenever the head of staging has pointed at both racers. Once paired, if one racer is unable to compete (not start, broken or unable to make the call) the other racer will receive a bye run. The racer able to make the call must stage under their own power as instructed by the Race Director.
- If you wish to run a certain lane it is suggested to make sure you get to the lanes early.

SINGLE RUNS

- In Super Pro, Pro and Sportsman 1st round byes will be random, in second round and future non-laddered rounds the bye will go to the best winning reaction time (winning package will be the tie breaker if multiple racers have the same reaction time).
- If there is an odd number of cars, this racer will receive a bye run.



- A racer is eligible for one bye run unless all remaining competitors have received a bye run in competition.

LADDERS

- Jr. Storm, Jr. Thunder, and Jr. Lightning will be ladderred based on reaction time during qualifying.
- Super Pro, Pro, and Sportsman will be ladderred when there are 16 racers or less left in competition, the ladders will be based on the reaction times of the previous round winners. Then drivers will be re-ladderred each round based on reaction times from the winners in previous round.
- Super Pro Bike will be ladderred 1st rd based on reaction time from qualifying. Then re-ladderred after 2nd round based on reaction time from the winners in second round and will be re-ladderred each round based reaction time of the winners.
- This policy may be changed at JEGS ET Series events in the thoughts of keep the racing fair.
- Jr. Classes, High School and Jr. Street will utilize a Sportsman Ladder, All other classes will utilize a Pro Ladder.
- All other classes will be based on specific class rules.

LANE CHOICE

- Determined by reaction time on all ladderred classes and rounds.
- Non-ladderred classes and rounds will be assigned lanes by 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.

COOL DOWN

- We reserve the right to limit the cool down time to a maximum of 20 mins of time between rounds for classes (ie. from the time the last car goes down in the previous round of the class to the time the first pair go down in the next round of the class.) This rule is per class.

PAYOUTS

- JEG ET Series and JEGS.com Jr. Dragster Series Payouts are guaranteed unless otherwise stated.
- Payouts will be available in Race Control at the end of the event.
- Payouts not collected by 12/31/25 will go to the National Trail Raceway Foundation.

POINTS

- 10 points for passing tech, 10 points for each round win. 3 additional points for event winner, 2 points for event runner-up and 1 point for event semi-finalists.
- Buyback Points, racers will receive 10 points for passing tech, 5 points for each round win after buying back.
- **NO** Points may be moved from one class to another.
- You must register a Number with National Trail Raceway if you are participating in the JEGS ET Series or JEGS.com Jr. Dragster Series and this cost is \$40.



POINTS TIE-BREAKERS:

- In the event there are any ties between 2 or more racers in year-end payout classes the following tie-breakers will be in place.
 1. The racer with the most overall points
 2. The racer with the most event wins.
 3. The racer with the most runner-up finishes.
 4. The racer with the most semi-final finishes.
 5. The racer that has the least 1st round losses.

GOLD CARD POLICY:

- National Trail Raceway Gold Cards are valid for one racer entry and one spectator.
- National Trail Raceway Gold Cards are non-transferable.
- National Trail Raceway Gold Cards are only valid for racer entry in the class that they were issued for. Gold Cards are not valid for Test N Tunes.
- National Trail Raceway Gold Cards are **NOT** valid for the Double Deuce Nationals, Trails 300 or Halloween Hootout, Specialty Events, or events not produced by National Trail Raceway.
- NHRA Summit & Eastern Conference Gold Cards are only valid for racer entry in the class they were issued for plus one spectator.

PASSENGERS:

- Are not allowed in cars running quicker than 14.00. No passengers allowed in eliminations in any points earning class excluding Jr. Street.

COMPULINK TIMING SYSTEM:

- National Trail Raceway uses the latest CompuLink Timing Systems. Listed below are some of the most commonly referred to features.
 1. **LED's:** National Trail Raceway us 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 at not equal. The LED's sold at some outlets are inferior to the CompuLink LED units used at National Trail Raceway.
 2. **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 .6 seconds. Therefore, be extra cautious when "bumping" in the lights.
 3. **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 Rule Book). 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.



4. **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.
5. **CrossTalk:** This program allows the Tree to be fully shielded, but still allows drivers in Super Pro, Super Pro Bike, Super 32, Top Sportsman, and Top Dragster classes to leave off their opponent’s 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 light lights as normal. If you have any questions or do not understand how CrossTalk works, please consult with one of National Trail Raceway’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., 5.00N). A negative “-” symbol will appear in front of the dial posted on the scoreboard (-5.00) to indicate that CrossTalk is NOT in place. Drivers should check the dial-in boards and scoreboard before staging. **There will be NO re-runs for incorrect tree configurations.**
6. **TruSTART:** This program will be used at all JEGS ET Series, JEGS.com Jr. Dragster Series and all National Trail Raceway bracket events in 2022 and beyond. The program is designed to give the win to the racer that is closer to green, in the event that both racers are red in eliminations. The “Worst Red Loses” rule.

MULTIPLE ENTRY POLICY

- Drivers may enter two ET Series classes with the same vehicle as long as the vehicle and driver is legal for both classes.
- No car or driver may be entered in a single class twice.
- It is the driver’s responsibility to make it back in time to run with their class.
- If you are electing to buy multiple entries, you may purchase your 2nd tech card in the tower with cash only. You may still purchase your tech card at the gate if you choose not to use cash or for convenience.

ALL RULES, INTERPRETATIONS OF THE RULES, QUESTIONS AND PROTESTS ARE LEFT UP TO THE FINAL DISCRETION OF THE RACE DIRECTOR. IF THE SITUATION WARRANTS ACTION IN ANY EVENT, THE RACE DIRECTOR HAS THE FINAL WORD.