

LOST CREEK RACEWAY RULES

LOST CREEK RACING RULES and REGULATIONS

PLEASE READ ALL RULES

INFRACTIONS OF ANY AND ALL RULES COULD RESULT IN IMMEDIATE DISQUALIFICATION!!!!

GENERAL RULES:

- ALL CARS and DRIVERS are subject to N.H.R.A. rules and regulations.
- Passengers allowed riding in a vehicle that runs 8.60 and slower (1/8th mile). Passengers must be 16 and or possess a driver's license and N.H.R.A. Snell approved helmet. Passengers not allowed riding during competition unless subject to class rules (example Jr Street). If a vehicle is capable of running quicker than 8.60 than you must get approval and signature of the track manager.
- Return road speed is 30 M.P.H. NO STOPPING ON RETURN ROAD TO PICK UP PASSENGERS! Pit area speed limit is 10 M.P.H.
- NO reflective mirror tint on any windows outside of factory O.E.M.
- NO recreational riding of vehicles (ATV's, go-carts, motorcycles, bicycles, any motorized RV. etc.) in the pit and tow area. The number of seats that are on the pit vehicle determines maximum number of riders. Only licensed drivers allowed to be in control or drive the pit vehicle. This is due to insurance reasons.
- Across the starting line burnouts not permitted in High School / Sportsman / Pro. Dragsters running pro are allowed to go across the starting line for a burn out.
- NO water burnouts with street tires, excluding drag radials and ET Street tires.
- Oil containment device mandatory for all vehicles running 6.39 and quicker.
- ALL safety equipment must be on until the vehicle has entered the return road. **DO NOT** remove your helmet, seat belts, gloves, etc. until your vehicle has entered the return road. It is recommended to leave all safety equipment on until you have exited your race vehicle back in the pit area.
- Vehicles with your party must be contained within your pit spots and or the spectator parking area.
- Drivers may only enter one class per car (excluding specialty class rules)
- Two drivers may enter the same car in two separate classes.
- Drivers may enter multiple classes with multiple cars.
- Drivers must ensure that if one car is used by two different drivers in two different classes that all the rules are being followed for that class. Example a car is used in both Super Pro and Pro, the delay box must be taken out of the car completely in the Pro Class. Example a car is used in Pro and Sportsman; the Trans brake button must be taken out of the car completely in Sportsman. The car must also meet the ET criteria for both classes the car will be raced in as well.
- Cross Talk will not be allowed in any event where multiple classes compete together from the beginning of the race event (example: Friday Night Gambler, Les Schwab Bracket Nationals, and Flathead Valley Shootout). Cross Talk however will be allowed if a racer has raced all day using Cross Talk in their respective class and then moves into a championship run off against other classes (example: John Lescantz Memorial Race, King of the Track Wally Race, Lost Creek Raceway Championship, etc.

DRIVERS:

- Must have proof of valid driver's license or as class requires.
- Must have proof of valid N.H.R.A. license and Membership in cars quicker than 6.39.
- Must wear a minimum of an N.H.R.A. approved helmet.
- Must wear all N.H.R.A. approved safety equipment in vehicles that are required by E.T.
- Must act in a safe manner or will be asked to leave the facility.
- Must at ALL time act in a professional and courteous manner or will be asked to leave the facility.

RAINOUTS:

- Rain-outs and all uncontrolled weather experiences will be determined and finalized by track personnel. Lost Creek Raceway will do everything possible to try to finish any race that is affected by weather. All decisions will be finalized by Lost Creek board members.
- All Non-Electronic / Electronic / Summit Series / Jr. Dragster will be run on a porta-tree in the event of any uncontrollable weather experiences. The payouts and trophies will be awarded as they would on a regular race. This gives the racer the opportunity to try to recuperate some of their racer's expenses.
- On any points races that are affected by uncontrollable weather the racer will be awarded points as explained in the "Lost Creek Raceway Points Series" rules. The racer must be on the premises at the time of the called race to receive the show up points.
- All Friday night classes and test n tunes will be refunded a rain check in the event of any uncontrollable weather experiences. Test n Tune tech cards will be given a rain check unless the racer has entered the burn out box at any time during the race event. Then the Test n Tune is considered complete at this time.
- All spectators will receive a rain check in the event of any uncontrollable weather experiences.

TECH CARDS:

- You will be issued a new tech card each race weekend. **YOU MUST COMPLETE**, sign and pass tech before any passes are allowed down the track. After passing tech you must bring your tech card to the tower to be entered into the computer system. **ENSURE THAT ALL YOUR INFORMATION IS FILLED OUT ACCORDINGLY ON YOUR TECH CARD PRIOR TO BRINGING YOUR VEHICLE TO TECH. THIS INCLUDES THE INFORMATION LOCATED ON THE BACK SIDE OF THE CARD FOR SFI CERTIFICATIONS AND EXPIRATION DATES.**

NO ALCOHOLIC BEVERAGES IN ANY RESTRICTED AREAS!!!!

- Possession of any alcoholic beverages in a restricted area at any time by driver, pit crew or family members, WILL RESULT IN IMMEDIATE DISQUALIFICATION OF THE DRIVER!!!!
- Restricted Areas Consist of: STAGING LANES, TOWER & SPECTATOR RACING LANES and RETURN ROAD DURING THE SCHEDULED EVENT.
- Drivers are responsible for pit crew and family members.
- **ANY DRIVER CAUGHT UNDER THE INFLUENCE OF ALCOHOL OR DRUGS AND OPERATING THEIR VEHICLE DURING COMPETITION WILL BE ASKED TO LEAVE THE FACILITY INDEFINITELY.**

TIME TRIALS:

- Time trials will be ran before competition of each race event. With weather permitting it is possible that only one time trial minimum will be given on each race day.
- During competition when vehicles must qualify for a specific class, time trials will be completed by session ONLY. Do NOT go to staging until your bracket is called. A racer will not be allowed to qualify outside of their class run session.

DIAL IN RULE:

- You can change dial-in between rounds but once you pass the head of staging all dial-ins are FINAL. You may only dial in as fast and or slow as your competition class allows.

TIME ONLY PASSES:

- Permission must be obtained from staging, have a T.O. on windows.
- Person driving the car must have completed a tech card or alternate drivers card in the tower. Tower and staging lanes must be notified of the time only run and WHO is driving the car. Alternate driver must abide by ALL NHRA safety rules. If the car is capable of running quicker than 6.39 (1/8th mile) than the alternate driver must be licensed by the NHRA.
- Cars will be run in Time Only as time permits. Be prepared at all times to run when called to the line.

LADDERED CLASSES:

- All ladder classes will have ladder posted prior to first round in races that don't use a 1st round loser buy back. Racers will be given ample opportunity to notify tower of any changes needed (i.e. Breakage, Class Change, ECT.) Once the ladders are posted they are final. Changes will only be made to correct tower errors. Each round after will also be ladder until a winner is determined. Lost Creek Raceway will do everything in its means to eliminate multiple buys in one round set by the ladder, however this may occur on some occasions when buy backs are involved.
- Ladders will be determined by reaction time during one qualifying round session. All Summit Series racers will be given at least one qualifying session on either Saturday and Sunday race day. Lost Creek Raceway will try its best to allow at least 2 time trials during these events unless unable due to weather or technical difficulties. Please listen to the PA system to ensure the qualifying session. During the Summit Series races held on Saturday we will allow time only during the later rounds of the first race ONLY. . Do not expect to get time only in the first couple of rounds during the first Saturday race.
- There will only be only one qualifying session prior to the first round of racing on race #2 of Saturday. Racers have ample opportunity to make time only's during the first race.
- This will be the only qualifying session you will be allowed to qualify your vehicle for your ladder position. If for some reason you are not able to make the qualifying session you will automatically be put into the bottom half of the ladder. If more than one vehicle does not make the ladder session then the qualifying position will be determined by racers last name alphabetically at the bottom of the ladder.
- For all classes that utilize a "1st Round Loser Buy Back" ladders will be posted starting in round two.

LANE CHOICE:

- Lane choice during competition will be determined by the better reaction time from the previous time trial or round, unless otherwise specified during special race events. Lane choice does not automatically go to the quicker of the two race vehicles.

COOL DOWN TIME:

- Track officials and weather permitting will determine cool down time. In the event that possible weather delaying storms are present, cool down time will be shortened accordingly.

RERUNS:

- Any reruns will be raced in the same lane and same car and driver. **ANYONE CAUGHT DEVIATING FROM THIS RULE WILL BE DISQUALIFIED.**
- All Lost Creek Raceways rules supersede any other outside organization (i.e. Quick 8, Flathead Valley Challenge, Diesel Drags, etc.) rules determining a re-run.
- Lost Creek Raceway has the final say in any race that might be determined a re-run. This rule supersedes any other outside organization (i.e. Quick 8, Flathead Valley Challenge, Diesel Drags, etc.)

SCOREBOARDS:

- Your Dial-In will be displayed on the scoreboards and dial in boards during eliminations. In classes using Cross-Talk a - (dash) will be displayed in front of the dial in for a racer **NOT** wanting Cross Talk. This will be displayed on both the dial in board and score board. If this is not correct DO NOT STAGE! Point to the scoreboard / dial in board to let the starter know that it is incorrect. If you do not want to use cross talk then you **MUST HAVE THE LETTER "N" AFTER YOUR DIAL IN. THERE WILL BE NO RE-RUNS FOR INCORRECT DIAL IN. IT IS THE DRIVERS RESPONSIBILITY AND NOT LOST CREEK RACEWAYS.**

STAGING:

- Deep staging is allowed. It is the driver's responsibility to stage his/her vehicle immediately if you prefer to deep stage. Once your competitor has staged the starter has the option of starting the tree immediately once both lanes have been staged. Do not wait or hesitate to deep stage. Do not courtesy stage. This responsibility is solely your decision and if the tree is activated prior to you deep staging then the run is final.
- Courtesy staging is not mandatory. In the event that a racer "double bulbs" you the clock does not start until you light your pre-stage bulb.
- **ENSURE E.T. IS WRITTEN PLAINLY AND VISIBLE TO TOWER. THIS IS TO BE LOCATED ON PASSENGER SIDE WINDSHIELD AND DRIVERS SIDE WINDOW. IF RUNNING A CLASS THAT ALLOWS A PRO TREE ENSURES THAT IT IS WRITTEN ON YOUR TECH CARD AND NOT ON THE SIDE OF YOUR RACE VEHICLE. THE TREE CHOICE WILL REMAIN CONSISTANT THROUGHOUT THE EVENT AND THE RACER WILL NOT BE ALLOWED TO CHANGE IT ONCE THE RACE EVENT HAS STARTED.**
- Essential people only in staging lanes, any minors must be seated in cab of tow vehicle. Parent must sign release at the ticket booth in order for children to be in restricted areas. All individuals in tow vehicles must be seated in the seat of the vehicle.
- Time limit for pre-staging is 20 seconds after the 1st car has pre-staged. Staging is 10 seconds after both vehicles have pre-staged and one vehicle has staged. The tree will be activated after the 10 seconds has elapsed.
- Roll-through or inappropriate staging only allowed in the High School, Junior Dragster and Junior Street Classes.
- After your burn out is complete wait for the starter to motion you forward to stage. **DO NOT STAGE UNTIL THE STARTER HAS MOTIONED YOU TO DO SO! THIS IS FOR SAFETY REASONS ONLY.**

SUPER PRO ET (Bike/Sleds Allowed) (1/8 MILE 4.36 – 7.63):

5 TENTHS FULL TREE

- Computer: Prohibited unless stock OEM equipment or OEM replacement. See general regulations 9:1.
- Data Recorder: Permitted. One data recorder only. See general regulations 9:2 & 9:10.
- Delay Box: Permitted. One box/device only. All direct wiring must be clearly identifiable to the tech inspector. See class and General Regulations Section 8.2.
- Trans-brake: Permitted.
- Line lock: Four-wheel line lock permitted.
- Automated Shifter: Permitted.
- Throttle Control: Permitted per NHRA rule book. Pneumatic starting line enhancers permitted.
- Ignition: Stutter boxes prohibited. Three-steps, Two-steps, or single stage rev limiters permitted. Any rpm limiting device legal unto themselves but altered or installed so as to function as a down-track rpm controller, prohibited. See General Regulations 8:3.
- Switches & Buttons: All switches and/or buttons must be standard mechanical connection type. Infrared lasers, retinal scan, fingerprint, light source or any other non-mechanical type switch and/or button prohibited.
- Cross talk will be used during Super Pro and Electronics classes. If you do not want to use cross talk then you **MUST HAVE THE LETTER "N" AFTER YOUR DIAL IN.**

PRO ET (Bikes/Sleds Allowed) (1/8 MILE 5.67 - 8.94):

5 TENTHS FULL TREE & or 4 TENTHS PRO TREE.

- A 5 Tenths Full Tree or 4 Tenths Pro Tree is allowed in the pro class. 4 Tenths Pro Tree designations must be written on your tech card prior to making any passes at the event. If no tree designation is specified on the tech card a 5 Tenths Full Tree will be automatically defaulted to the racer. The racer will not be allowed to change tree preference during the race event.
- Computer: Prohibited unless stock OEM equipment or OEM replacement. See general regulations 9:1.
- Data Recorder: Permitted. One data recorder only. See general regulations 9:2 & 9:10.
- Delay Box: Prohibited and not allowed in the race vehicle at any time competing in Pro or any type of Non Electronics Classes.
- Trans-brake: Permitted. Trans-brake switch must be Accepted; contact Division Tech Director for accepted list.
- Line lock: Four-wheel line lock permitted. Line lock switch must be Accepted.
- Automated Shifter: Timed or RPM type permitted. All settings must be pre-set prior to run. See General Regulations 8:2.
- Throttle Control: Throttle must be manually operated by the driver's foot. Electronics, pneumatics, hydraulics, may in no way affect the throttle operation. Mechanical start line controller permitted; see Section 4A, Electrical 8, page 7. A dead-stop under the carburetor or gas pedal is permitted. Throttle timers, counters prohibited.
- Ignition: Stutter boxes prohibited. Starting line and/or 'high side' rev limiters permitted (i.e. two-step). 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, prohibited. See General Regulations 8:3.
- 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.
- Tow vehicles: Prohibited.
- Full-bodied vehicles may not cross the starting line on any burnout.

SPORTSMAN (1/8 MILE 7.64 - SLOWER): 5 TENTHS FULL TREE.

- Computer: Prohibited unless stock OEM equipment or OEM replacement. See general regulations 9:1.
- Data Recorders: Prohibited. See general regulations 9:2 & 9:10.
- Delay Boxes: Prohibited.
- Trans-brake: Prohibited.
- Line lock: Four-wheel line lock prohibited. Two-wheel line lock permitted on non-drive wheels only. Line lock switch must be Accepted.
- Automated Shifter: Prohibited unless OEM equipped. Electronic or pneumatic shifter permitted; must be manually activated by driver.
- Throttle Control: Throttle must be manually operated by the driver's foot. Electronics, pneumatics, hydraulics, may in no way affect the throttle operation. Mechanical start line controller permitted; see Section 4A, Electrical 8, page 7. A dead-stop under the carburetor or gas pedal is permitted. Throttle timers, counters prohibited.
- Ignition: Stutter boxes prohibited. Single stage 'high side only' rev limiters permitted. 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 distributorless ignition. Ignition systems equipped with built-in two step rev limiters must have the 'low side' (start line) function disabled. See General Regulations 8:3.
- 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.
- Tow vehicles: Prohibited.
- Sportsman E.T. vehicles may not cross the starting line on any burnout.

HIGH SCHOOL: (1/8 MILE 7.00 - SLOWER)

- N.H.R.A rules regarding High School apply to ALL cars running 7.00 (1/8 mile) and slower. It is each driver's and parent's responsibility to know the N.H.R.A. rules and abide by them at all times. Failure to abide by all N.H.R.A. mandated rules would lead to immediate disqualification.
- Must have a parent or guardian complete a parental consent form at the ticket booth the first race attended. High School racers will NOT be allowed to race or compete until this form is filled out each year.
- Same rules as Pro or Sportsman apply with the following exception that delay boxes and trans brakes are NOT allowed. The High School Class is a foot brake class only.
- Must have proof of valid driver's license.
- Must wear N.H.R.A. approved safety equipment applicable to the E.T. of the car being raced.

JR DRAGSTER ET:

- Must have a parent or guardian complete a parental consent form at the ticket booth the first race attended. JR Dragster racers will NOT be allowed to race or compete until this form is filled out each year.
- If a Jr Dragster is being towed at any time in the pits a Orange Flag must be attached to the Jr Dragster at all times.
- Deep staging is allowed. It is the driver's responsibility to stage his/her vehicle immediately if you prefer to deep stage. Once your competitor has staged the starter has the option of starting the tree immediately once both lanes have been staged. Do not wait or hesitate to deep stage. Do not courtesy stage. This responsibility is solely your decision and if the tree is activated prior to you deep staging then the run is final.
- All Jr. Dragster drivers must self-stage, no assistance from anyone is allowed to pre-stage or stage the Jr. Dragster.
- The starting line official is the only one allowed to push a Jr. Dragster back in the event that the car has rolled through during the staging process.
- The starter will only be allowed to pull the Jr. Dragster back during time trials only. If the Jr. rolls through during eliminations then the racer will be disqualified.
- Must wear N.H.R.A. approved safety equipment applicable to the E.T. of the JR Dragster being raced.
- JR Dragster must pit in the designated JR Dragster pit area. This area is located east of the head of staging.
- JR Dragster participants are only allowed to run as quick as the Jr. Drag Racing rules apply to specific age categories.

JR STREET ET:

- Jr Street racers must be between the ages of 13-16 years old.
- Competitors must attend an orientation / licensing procedure held at Lost Creek Raceway.
- Approved vehicles must be registered, insured, street legal vehicles with mufflers and street tires that run 9 seconds (1/8th mile) and slower.
- NHRA Jr. Street is for drivers of full-bodied cars, trucks, vans, or SUVs. Prohibited vehicles include open-top SUVs or open-top SUV-type vehicles.
- Convertible tops are allowed but must be closed at all times.
- Motorcycles and race cars are prohibited. All vehicles must be street-legal and driven in and carry proof of vehicle registration and valid insurance.
- Vehicles also must display valid license plates and be able to pass all state highway safety requirements for the state in which the vehicle is registered.
- Participants may not compete in any other class except Jr. Dragster.
- **LICENSED SUPERVISING ADULT**
- All runs must be made with an approved licensed supervising adult, who must be the participant's parent or legal guardian or 25 years of age or older with a valid state driver's license. The licensed supervising adult must be seated in the passenger seat of the vehicle anytime the participant is in the driver's seat. The teen may only drive the vehicle from the staging lanes to the starting line, on the track, and on the return road as far as the time-slip booth. The licensed supervising adult must drive the vehicle in the pits, into the staging lanes, and must take over after the run on the return road past the time-slip booth.
- **CREDENTIALS**
- A valid NHRA Jr. Street program participant license and NHRA membership are mandatory. License application must be fully completed and submitted to NHRA in Glendora, Calif., for processing. License application available at NHRARacer.com. All new license applications must include a certified copy of the participant's birth certificate and a completed and notarized minor waiver and release.
- Six (6) approved passes are required by the participant: a minimum of five (5) with a licensed supervising adult and one (1) with an NHRA track official, who will determine the safety and eligibility of the vehicle per elapsed time limits. After six (6) successful runs by the participant, the official and licensed supervising adult will sign the license application. An NHRA track official may deny a license to anyone he or she believes cannot handle the vehicle. If an NHRA track official denies an applicant, he or she must repeat the entire licensing procedure.
- As part of the licensing process, an NHRA track official also will conduct a vehicle orientation test (to demonstrate mastery of vehicle's controls), a basic driving test (to demonstrate mastery of vehicle operation), and track orientation (to identify track fixtures, starting line, timing system, return road, time-slip booth, etc.). A vehicle orientation test is required for each vehicle entered in competition. An NHRA track official or licensed supervising adult must be in the vehicle at all times during the licensing procedure.
- To add a vehicle, the participant must complete a vehicle orientation test, basic driving test, and safety and eligibility vehicle test and make two (2) approved runs with a licensed supervising adult and one (1) approved run with an NHRA track official. Participant must hold an active membership in the NHRA Jr. Street program.
- **DRIVER RESTRAINT SYSTEM**
- Use of seat belts is mandatory for both the participant and licensed supervising adult.
- **HELMET**
- Helmets are mandatory for all drivers and passengers. Helmet can be either an open-face or a full face helmet per class rules meeting Snell K2015, SA2010, SAH2010, K2010, M2010, SA2015, M2015 or SFI 31.1/2010, 31.1/2015, 41.1/2010 or 41.1/2015 Specs. Drivers in a supercharged, front engine, open bodied cars and funny cars must wear a helmet meeting Snell SA2010, SA2015, SAH2010 or SFI 31.1/2010, 31.1/2015 specs.
- **PROTECTIVE CLOTHING**
- No shorts, bare legs, tank tops, or bare torsos permitted while racing (applies to both participant and licensed supervising adult).

LOST CREEK RACEWAY POINTS SERIES:

- Racers must race at least 50% of the point's races in order to qualify for awards in their perspective point's class.
- Every participant that enters a point's series race event is automatically entered in the Lost Creek Raceway point's series. \$5 from every entry will go towards the year-end prizes, trophies and awards for their perspective class.
- In the event that a race is called due to weather or technical difficulties, that driver must have paid for his/her entry and **be present and on the premises** of Lost Creek Raceway to receive his show up points. This rule will be strictly enforced.
- Points will only be awarded in the class raced on any race day. Drivers will only be allowed to transfer points from different classes three (3) times a year in the Summit Series and one (1) time per year in the Electronics / Non Electronics classes. **Example.** A driver is racing and collecting points in Super Pro during the year. His / Her vehicle breaks down during time trials and they opt to race sportsman for the remainder of the day. The sportsman points accumulated will be allowed to transfer to Super Pro for that race.
- The class that any driver has entered the most points in is the class that transfer points can be sent to. However if a driver decides to race more than one class during the Summit Series program they will not be allowed to transfer points during the race weekend. **Example:** A driver decides to race multiple classes on one day. The driver has entered race vehicles in Super Pro and Sportsman. You will not be allowed to transfer your points between classes on this situation. The transfer of points will only be allowed when a racers vehicle is no longer able to compete in the designated class that they have signed up for.
- In the event of uncontrollable weather conditions "Show up Points" will be awarded in all classes that receive points if no elimination rounds are contested. If a race has started in the elimination rounds the points will be awarded for rounds won and regular show up points only. If a round has "NOT" been completed then points will "NOT" be awarded for races ran during that round. The final point's accumulation will be determined when the race needs to be called due to uncontrollable weather and or technical difficulties.

EXAMPLE #1:

- The points structure for all classes will be as follows:
 - 11 points will be given for entering the race event.
 - 10 points will be awarded for wins in round 1 and 2. You must win any round to be awarded the round points. In classes that utilize a first round buy back points will not be awarded for the round bought back in due to a round loss.
 - 11 points will be awarded for wins in rounds 3 and after.
 - Example:
 - Joe Racer enters the event: 11 points
 - Joe Racer loses first round but buys back zero points
 - Joe Racer wins round 2 10 points
 - Joe Racer wins round 3 11 points
 - Joe Racer wins round 4 11 points
 - Joe Racers loses round 5 zero points
 - Total points for John / Jane Doe 43 points

EXAMPLE #2:

- The points structure for all classes will be as follows:
 - 11 points will be given for entering the race event.
 - 10 points will be awarded for wins in round 1 and 2. You must win any round to be awarded the round points. In classes that utilize a first round buy back points will not be awarded for the round bought back in due to a round loss.
 - 11 points will be awarded for wins in rounds 3 and after.
 - Example:
 - Joe Racer enters the event: 11 points
 - Joe Racer wins round 1 10 points
 - Joe Racer wins round 2 10 points
 - Joe Racer wins round 3 11 points
 - Joe Racer wins round 4 11 points
 - Joe Racers loses round 5 zero points
 - Total points for John / Jane Doe 53 points

- In the event that there is a tie in any class at the end of the season the following tie breaker rule will be applied.
 - I. The racers will run off at the last race of the season. If the race is unable to finish due to weather or track constraints then the tie breaker will proceed to step II.
 - II. The racer with the most EVENT wins is determined the winner unless there is a tie you will proceed to step III.
 - III. The racer with the most EVENT runner-ups is determined the winner unless there is a tie you will proceed to step IV.
 - IV. The racer with the most EVENT semifinalists is determined the winner unless there is a tie you will proceed to step V.
 - V. The winner will be decided by a flip of a coin if there are ties in steps ii through IV.

ELECTRONICS (1/8th MILE 4.40 – 7.49) / NON-ELECTRONICS (1/8th MILE 5.65 – SLOWER):

- **Non-Electronics:** The Non-Electronics class will follow the same rules as Pro / Sportsman. (SEE PRO & SPORTSMAN RULES DEFINITIONS)
- **Electronics:** The Electronics class will follow the same rules as Super Pro. (SEE SUPER PRO RULES DEFINITIONS). All racers in Electronics that DO NOT want Cross Talk must place the letter "N" after their dial in. Otherwise cross talk will be used.

BUYBACKS:

- With time and weather permitting, first round loser buy backs may possibly be allowed during the Electronics / Non-Electronics classes. Also if another class is racing during the Electronics / Non-Electronics.

GAMBLER RACE:

- The gambler race is a winner takes all for classes 8 vehicles or less. For classes that are 9 vehicles or more the payout will be 70/30 for the winner / runner-up.

PAYOUTS:

- Payouts and/or awards will be awarded according to car count in S/P, Pro, Sportsman, Electronics, Non-Electronics and all other money event classes. Trophies and/or awards will be awarded for winners of High School and Jr. Dragster classes.

ET FINALS & RACE OF CHAMPIONS:

- Each racer must make a minimum of 3 Summit Series Points races for the season to qualify to race with Team Lost Creek.
- 6 Racers are allowed to race from each class (S/P, Pro, Spts, and Bike/Sled) and must have completed 50% of the "Summit Series" events.
- Each track is permitted to have one "Wild Card" spot in the Race of Champions. The Wild Card participant must have attended 100% of the Summit Series Races.
- Racers who win their perspective class at the ET Finals will be represent their division at the Race of Champions in Pomona California.

EXCEPTIONS:

- These rules are subject to change at any time per NHRA and Lost Creek Raceway Amendments.