

GENERAL RACE REGULATIONS

The procedures and regulations shall be followed at all ABM events. These are a guide toward a universal racing goal, and interpretation will be made by the Race Director. His decision shall be **FINAL**.

BREAKOUT: On any run of a handicap eliminator if both cars break out, the car breaking out the least will be declared the winner. If both cars break out the same amount, the “first-to-finish” shall be declared the winner.

BURNOUTS: Across starting line in all ET bracket categories is prohibited. Except for Dragster and Altered, one warning will be issued at the discretion of the race director for any violation. Burnouts across the starting line are allowed in all quick classes and heads-up racing.

No person is permitted to hold or touch cars or motorcycles during burnouts.

BYE RUNS: Bye runs must be made in all categories. The driver must stage under the vehicle’s own power. Lane boundary line crossing and red light disqualification rules do not apply on bye runs.

CHANGING CARS: Once the competitor has completed the inspection process and has been classified, no changes are permitted. No competition vehicle may be used by more than one person during an event. Once eliminations have begun, switching cars or drivers is prohibited. You must finish eliminations with the car or driver you started with.

DIAL-INS: No dial-in may be changed after the entry has left the head of staging unless approved by the race director. Dial-ins may not be changed in the case of a re-run. At any event with functioning scoreboards that display the “dial-in” any racer “staging,” his car has accepted that dial-in, right or wrong.

DUAL INFRACTIONS: In the case of dual infractions on a competitive run, the car making the worst infraction will be disqualified. If infractions are of an equal rank, the first infraction shall be disqualified. **RE-RUNS:** All runs will stand, except for interruptions caused by electrical failure or weather. Incremental and speed variances have no bearing in determining an electrical interruption. Track conditions, interference from the car in the other lane, etc. will not constitute a re-run. Cars and motorcycles will run in the order they are paired. This includes qualifying and eliminations. Dial-in and lane choice will not change on the re-run.

LANE / BOUNDARY CROSSING: ANY RACE CAR CROSSING THE MARKER LINE DURING THE MEASURED RACE WILL BE DISQUALIFIED. In situations where multiple boundary lines are utilized, the line directly adjacent to the competitor’s racing lane will be used for reference. In determining lane boundary crossing violations, it is considered a disqualification when any portion of a tire crosses the painted line surface. Contact with guard railing, barriers, or any other track fixture (i.e. “Christmas tree,” “A-frames,” timing equipment, cones, foam reflector block, etc.) is grounds for disqualification. In situations where a driver is making a single run-in elimination, he is considered the automatic winner once he stages under power and receives the start. Lane boundary line crossing and red light disqualification rules do not apply on single runs. In situations where a driver is making a single run-in elimination, he is considered the automatic winner once he stages under power and receives the start. Lane boundary line crossing and red light disqualification rules do not apply on single runs.

RETURN ROAD: All contestants must keep their speed to a minimum on the Return Road. Violation will result in disqualification.

STAGING: All race cars will be called to the Staging Area by the announcer and general groupchat. Only one call is required. Any car left unattended in the Staging Lanes may be disqualified. Once a car reaches the front of the staging lanes for a run, it must be prepared to fire and race. If one of the vehicles fails to start when signaled by the head of staging official, it will be given 1 minute to fire before being disqualified. If an entry loses fire, one (1) chance will be given to start the car. Once the vehicle is staged it is considered in the race. Staging must be made with the front wheels only. Rear wheel starts are prohibited. Failure to stage when so instructed by the starter or over staging or leaving the starting line before the timing system is activated, or leaving the starting line before the start system has been reset will result in no "E.T." for that run. Deep staging is the sole responsibility of the driver.

STARTING LINE ACCESS: All crew members must display the proper starting line credentials wristband, to pass the head of staging during competition rounds. All drivers and crew members must follow the instruction of the officials. Failure to comply may result in disqualification and loss of restricted area access. Once a car is pre-staged in any class, all crewmen must be back behind the designated line. Once a car reaches the finish line all crewmen should leave starting area heading back to the pit area no exceptions.

COURTESY STAGING IS MANDATORY IN ALL CLASSES.

NUMBERS: Permanent Numbers are recommended for all entries at all events. Numbers must be a minimum of 4" high.

REFUELING: Refueling is not permitted once the engine has been started for a competitive run unless instructed to do so by an ABM official or race director.

DRIVER CONDUCT: Any driver who refuses to voluntarily reduce speed, or stop in the event a car does not handle properly (i.e. excessive drifting of the car toward the center or the edge of the strip), or any driver who willfully fishtails or weaves in an attempt to show undue disregard for the safety of himself or spectators, will be immediately barred from further competition. If such conduct should take place during an Elimination run-off, the race will automatically be forfeited to his opponent. The driver is responsible for the actions of his or her crew.

RACE CREDENTIALS: Wristbands or credentials must be worn at all times by drivers and their crew members. The Race Director's decision shall be final. ABM reserves the right to postpone, reschedule or cancel any race for any reason.

COOL DOWN TIME BETWEEN ROUNDS: 15 minutes for all bracket racing classes including motorcycles and super categories, Jr. Dragster. Time starts last pair has gone down the track.

COOL DOWN TIME BETWEEN ROUNDS: 35 minutes for all pro classes and heads-up racing including motorcycles. Time starts once the competitor reaches his/her parking area/garage.

Note: if time permits.

PROPER USE OF SAFETY EQUIPMENT: Seat belts must be worn and adjusted in such a manner that the driver's torso and head cannot extend outside the parameters of the roll cage. The loosening and removal of seat belts, helmets, gloves, window nets, lifting of helmet shields, and removal of all other safety equipment are prohibited from the time the vehicle leaves the head of staging lanes until the vehicle is on the return road. All safety equipment must be operational if installed. Violators will be subject to disciplinary action at the sole and absolute discretion of the race director and ABM.

LANE CHOICE: In Heads Up Classes Lane choice is determined by elapsed times. In bracket categories, competing drivers are to determine lane choice by a reaction time.

INTERFERENCE: In the event of an accident, crew or family members, other drivers, etc. may not interfere with the Safety crew.

NOTICE

Drag racing is a dangerous sport. There is no such thing as a guaranteed safe drag race. Drag racing always carries with it the risk of serious injury or death in any number of ways. This risk will always exist no matter how much everyone connected with drag racing tries to make our sport safer. Although ABM works to promote and enhance the safety of sport, there are no guarantees that such safety measures will ensure safety. 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. **Responsibility for the proper construction, rule compliance, and performance of a vehicle and its chassis always rests with the participant.** If injury or death to the participant or another person results from the operation of the vehicle, the participant releases, waives and indemnifies ABM from and against any resulting claim against ABM.