

Rules, Regulations and Procedures for Bracket Racing, excluding ET Points Series

Facility: Virginia Motorsports Park | Dinwiddie, VA

Events Used:

Triple Threat Bracket Series
Spring 200
Johnny Davis Memorial Race
Old Dominion Duels
Fall 150
Turkey Trots

General Race Format/Order:

Double entries are permitted at the Triple Threat Bracket Series, Old Dominion Duels and Turkey Trot events and will run separate from single entries for the first three rounds and the re-entry round. Starting in Round 4, we will combine all entries and call remaining double entries to the lanes first, door cars and dragsters. Base Run Order begins with the following: All Door Car, All Dragster, Double Door Car, Double Dragster. **New for 2024** – the winner of the Thursday warm-up race/shootout will determine the category run order for the weekend. If a door car wins the warm-up, dragsters will be first out on Friday and Sunday, while door cars will be first out on Saturday. If a dragster wins the warm-up, door cars will be first out on Friday and Sunday, while dragsters will be first out on Saturday, alternating each day with the winner on the Thursday warm-up deciding the run order for the weekend.

Break Rule:

If a driver is still in competition and breaks vehicle mechanically (beyond repair), a driver may switch to another vehicle under the following conditions:

- Car Breaks in Round 1, Re-Entry, Round 2: Vehicle cannot already be in the current round twice.
- Car Breaks in Round 3-Finals: Vehicle must be out of competition in the round of the switch.
- Driver cannot switch cars more than once a day, one swap due to breakage.
- Must be approved by Race Director.

If a driver has contacted the concrete retaining wall in an accident but wins the round, the driver may not switch into another vehicle. A crash does not warrant a vehicle swap, due to the driver's and other competitor's peace of mind and safety. Once the vehicle has entered the staging lanes for the round, a broke car change is NOT permitted in that round for that entry. Once in the staging lanes, that vehicle must be used for that entry. If breakage happens and both drivers agree, the pair can be pulled out of line and the driver can have until the end of the round to fix the breakage in the staging lanes, cannot leave the staging lanes with the broken vehicle. Once a vehicle is considered broken, it can no longer be used in competition for that race. A vehicle may be repaired and used in future races at that event.

Burnouts:

Burnouts can be performed by any car, cars with slicks must pull through the waterbox. Crew members are prohibited from holding onto a car while the car is performing a burnout. Only vehicles without front brakes (dragsters and altered) are permitted to do a burnout across the line.

Bye Runs:

First round bye run will be given via random draw, or the best losing package from the previous event. Subsequent bye runs given to best winning reaction time to the third digit. Ties are broken by the best package. In the event of an even pairing, the bye car has lane choice. Unused byes do carry over. An entry cannot take two bye runs unless all other entries remaining in competition have also previously taken a bye run. A bye car may elect to just take the tree and back of the starting line after notification to the Race Director.

Competition Bye Runs:

Competition bye runs are awarded in the event that your opponent is not able to race. Competition bye runs remain eligible for regular bye runs. Competitors are considered paired when directed past the ready line at the head of staging. A competitor will be given two minutes after being directed past the ready line to start their vehicle and proceed to the water box. Past the ready line, a 30-second rule will be utilized.

Competition Number:

Each driver will register their competition car numbers at registration. If your competition number is already claimed by another driver, you will be asked to change your number for records and payout purposes. Once your number is in the system for the season, please keep the same number at all events (regardless of car) to make sure records are correct. Your car numbers must be placed on the left side of your vehicle (clearly visible from the tower).

Compulink Timing System:

Virginia Motorsports Park relies on a Compulink Timing System with LED bulbs in the Christmas tree. CrossTalk will be on for all Super Pro races. If you do not wish to have crosstalk enabled on your lane when you are the quicker vehicle, please put an “N” with a circle near your dial-in on your window. This needs to be visible to race control and will result in a “-” beside your dial-in on the scoreboard, do not pre-stage if the dash is not there and you want crosstalk turned off. Worst red light (i.e., TruSTART) will **NOT** be used at Virginia Motorsports Park events. StageLok will **NOT** be in use, make sure you are fully staged. There will be no re-runs due to shallow staging and backing out of the beams (resulting in a -.499 red light and all the incrementals being slow due to coming out of the beams backwards, resulting in a foul start). AutoStart will be used for all classes with the following settings:

Compulink AutoStart Settings:	
Stage Minimum	0.6
Stage to Start	0.9
Timeout	10 seconds

Deep Staging:

Deep staging is not permitted in Super Pro competition; you will receive a red-light start if you deep stage in Super Pro. Deep staging is honored in Footbrake competition; must have DEEP written legibly on all four windows of the vehicle.

Dial-Ins:

Cars are required to display dial-ins on the left side of the vehicle, cannot be changed and must be displayed to the opponent and race control. If you do not have windows, you may use a scoop, rear wing, or a dial-in board on the left side of the vehicle that is visible from the tower when you are at the ready

line. Please make sure that both your number and your dial-in are clearly displayed. We will make every attempt to clarify what you have written, but please remember that visibility from the tower can be poor at times. Dial-Ins must be written out to the hundredth of a second (including zeros) before you leave the head of the staging lanes. You have two opportunities to verify that you and your opponent are dialed-in correctly. First is on the dial-in boards, do not start your burnout until they are correct. Notify a track official to correct them. If a correction is required, your corrected dial-in cannot be displayed on the dial-in board but will be displayed correctly on the scoreboard down track and the waterbox official will motion you to start your burnout. Secondly, you can verify your dial-ins on the scoreboards before you begin the staging process. Absolutely no re-runs for wrong dial-ins, even if both drivers agree.

Double Entry:

Double entries (in any form) are allowed as follows – same car/same driver, two drivers can ‘share’ a car, one driver can run two different cars. Maximum entries allowed per car/driver are two. Each car will receive ONE time trial, regardless of single or double entry, unless given the race director’s approval. Double entries run with double entries for the first three rounds and the re-entry round.

Electronics:

Electronics are permitted in Super Pro cars only; no electronics are permitted in Footbrake. Electronics include delay boxes, transbrakes, two-steps, dual line-locks and throttle stops except for fixed mechanical. Air or electric shifters are permitted in Footbrake. Ignition limiters and/or any ignition controls used to excessively slow the car down are prohibited. Stutter boxes, slew rate controllers, tree readers and traction control devices or other similar devices are prohibited. Down track throttle stops, counters and/or stutter boxes are prohibited. On-track GPS devices or any device that displays speed or transmits track location are also prohibited. Random tech inspections may be conducted at any point by any staff or appointed representative. Failure to allow inspection will be treated the same as a technical inspection failure.

ET Break:

In Super Pro competition, the ET break is 0-7.99 ET. No break in Footbrake, Jr. Dragsters are based off of the NHRA requirement for age.

End of Round:

The official end of a round is defined as once the final pair of cars (or the single bye run) start their burnout. Any late entry that arrives at the head of staging prior to the start of the burnout of the final pair (or bye run) will be permitted to race, but subject to going on the 2-minute clock upon arriving at the head of staging. Any late entry that arrives once the burnouts have started will be turned away and eliminated from competition.

Excessive Braking:

One warning for sliding tires/tire smoke, second offense results in disqualification of the competitor from the particular event.

Ladder:

Racers will be placed on a ladder in the round of 5-8 cars remaining, based on their previous round reaction time. A new ladder will be generated in each of the remaining two rounds (semi-finals and finals), again based on the previous round’s reaction time. Lane choice in the ladder rounds will be given to the driver with the better reaction time in the previous round with the best package being the tie-breaker.

Lane Choice/Staging Lanes:

At Virginia Motorsports Park, there are 8 designated staging lanes. Odd numbered lanes represent the left lane, while even numbered lanes represent the right lane. Drivers can choose their determined lane of choice when entering the staging lanes and once entering the rear of the staging lanes, drivers cannot swap lanes without the direction of an official instructing the move. Once there is a single lane of cars remaining, cars will be paired front-to-back with the front car getting lane choice. In a round where door cars and dragsters are separated, cars/dragsters will be paired until there is one remaining and the one remaining car/dragster will run the first car/dragster in the next group. After the head of the staging lanes, dial-ins cannot be changed and must be displayed to the opponent and race control.

New Entry Time Runs:

A new entry is a car/vehicle -or- driver that has not been down the track during the course of the event.

Payout/Entry Fees:

Virginia Motorsports Park guarantees all payouts for all events, unless otherwise noted on particular event flyer, no car count minimum, and no pro-rating of the posted payout. If weather shortens a race, remaining payouts will be split among winners of the last completed round, unless the event can be finished on another day of the event. Drivers earn round money for their last round won only, checks are written as the rounds complete and are available to be picked up in racer registration. If a race day is canceled, weekend entry fees revert to single day rates with the difference refunded, unless the purses are combined into one race. NHRA/IHRA/WDRA gold cards are not accepted for entry fees.

Re-Entry:

A competitor who loses in the first round of eliminations may purchase an entry to the re-entry round. Re-Entry is available at the front gate (or other identified location). Re-Entries run a separate round between rounds one and two of the particular event. Re-Entries are time and weather permitting, not permitted in shootouts or gamblers races, unless otherwise noted. To compete in round two, an entry needs to win either round one or the re-entry round. An entry which is not present for round one can compete in the re-entry round if they have purchased an entry and a buyback for that particular race. However, the car or driver may only go down the track twice per round, the driver of the entry in the re-entry round must be the same as the driver of the entry in round one.

Round Robin:

For most races, you will return to the pits after the rounds of eliminations and wait to be called to the lanes. In the instance of pushing curfew or fighting weather to complete an event, officials may call for round robin to begin, which will not begin until we are at 16 cars or less remaining (unless weather is threatening). This means that winners of that round and every round thereafter should report directly back to the staging lanes to cool down. It is essential that you report back to the lanes immediately and cool down there. Drivers/Crew may bring fuel jugs, battery chargers, etc., to the lanes as well. Please listen to the announcer for instructions and/or variations. This allows for pairings and split discussions to occur while cars are cooling/charging/being serviced in hopes to complete the event before curfew or weather.

Run Stickers:

If run stickers are being used for a particular event, you will receive these at racer registration. We will call you to the lanes by a particular color and please ONLY come to the lanes when your color is called.

Staging/Starting Line:

By pre-staging your vehicle, you have indicated that all conditions of the race are accepted, and you are ready to race. This includes you dial-in, your opponent's dial-in, etc. If there is a problem, DO NOT PRE-STAGE and explain your issue to the starting line official. If you pre-stage, you have agreed to all conditions of the race and there will be no re-runs, regardless if both drivers agree. When the first driver has fully staged and the second driver is pre-staged, the second driver has 10 seconds to fully stage or they will be timed out and disqualified in a foul, per Compulink AutoStart settings. In addition, if a driver has pre-staged and the second driver is having problems (mechanical failure, etc.), the starter will put that car on a 30-second clock. If the car cannot pre-stage after that time, the first driver will receive a competition bye run at the discretion of the Race Director and/or Starter. Competitors are expected to stage in a timely manner. Excessive time to stage may result in the competitors being backed off the starting line at the race director's discretion and held to run until later in the round.

Technical Inspection:

Drivers are required to fill out their tech cards in their entirety and turn them in to racer registration/technical inspections. Engine diapers or engine containment systems are mandatory for all entries, if you are found without an engine containment system and cause excessive downtime for clean-up, you may be disqualified from the event and forfeit of entries and/or prize money, minus a clean-up penalty. Random technical inspections can happen at any time on track, in the staging lanes, in your pit area or anywhere on the facility inside the gates.

Time Trials:

Each car will receive ONE time trial, regardless of single or double entry, unless given the race director's approval.

General Track Rules**Alcohol Policy:**

No glass bottles are permitted anywhere on the VMP property and absolutely no alcoholic beverages are allowed in any restricted area of the facility. Any driver determined to be under the influence of alcohol or found in any restricted area with an alcoholic beverage in their possession is subject to immediate disqualification. Any person found to be operating any vehicle while in possession of alcohol may be disqualified or asked to leave the premises. As stated, drivers are responsible for their crew members and if crew members have to be reminded repeatedly about this rule, the driver may be disqualified.

Children:

Parents are cautioned to keep children under supervision in the immediate area of their pit space and/or the enclosed playground area. The pit area is not a suitable place for children and kids to roam unattended – so please keep them in your sign and out of harm's way. The pit area is moving with all kinds of motorized and pedestrian traffic and a driver's ability to see is restricted by hood scoops, helmets, shoulder harnessed, roll bars, window nets, etc. You must have a driver's license to operate anything with wheels – this includes bicycles, roller skates, skateboards and similar toys are not permitted at any time.

Generators:

All loud generators must be muffled in the best way possible, with the owner taking responsibility of leaving it in their pit stall if it is deemed to be loud. Generator stacks are required on all motor/Toterhome/trailer mounted generators if exhaust is pointing into an adjacent pit area.

Misconduct:

Drivers are responsible for the behavior of their crew members, families, children, pets, and themselves at all times. Misconduct or recklessness is grounds for immediate disqualification.

Pit Bikes:

Golf carts, motorized pit bikes, mini-bikes and ATVs are ONLY permitted to be used for racer needs in the pit area and/or to tow race cars/motorcycles. They may also be used to assist in the mobility of handicapped people. All operators must have a valid state driver's license as well as their car number prominently displayed on the pit bike. Joy riding or unsafe operation anywhere on the premises by you or your crew members is grounds for immediate disqualification. Absolutely no pit bikes are permitted off the asphalt by anyone, including the racers. These safety regulations are strongly enforced as they are not just for the protection of your property and crew but for the protection of others as well. Failure to comply with these rules may result in your immediate disqualification. Pit bikes are not permitted to park in the staging lanes, or any other area marked with no parking signs. Children are NOT permitted to operate pit vehicles of any kind.

Radio Station:

Virginia Motorsports Park's radio station is 94.1 FM. We will also have our WhatsApp messaging application for sending out information to racers who sign up on RaceVMP.com.

Restricted Areas:

Due to insurance regulations, access to certain areas of the facility is restricted. These areas include behind the burnout box, the starting line, the actual racing surface, apron and return road. All drivers and crew must sign a waiver in the presence of a tech official. At that time, a wristband will be issued which must be put on. If you require a crew member on the starting line, they also need to follow this procedure. No one under the age of 16 years is permitted in any restricted area.

Speed Limit:

The speed limit for all vehicles on the premises is 15 miles per hour. Any vehicle judged to be operating in an unsafe manner by track officials is eligible to have their team disqualified for the day on the first offense with no refund. Repeat offenses may result in suspension from the facility. Burnouts anywhere other than the water box will not be tolerated in any way and any driver caught doing so is subject to immediate disqualification.

Tow Vehicles:

Tow vehicles are permitted but are prohibited to be on the racetrack surface. All tow vehicles must travel down the outside wall of the racetrack to the bottom of the track on the return road. Do not turn on the first or second emergency openings on the racetrack for any reason. Proceed to the very end and pick up your team's car from the return road as quickly as possible to avoid any backup of traffic. All crew members must stay in/on the tow vehicle at all times. Absolutely no one is allowed in the bed of a truck, standing on running boards, etc.

Wristbands:

On all events where wristbands are used, the wristbands must be on your wrist at all times before you enter the pit area.