



OFFICIAL DRAG RACER HANDBOOK

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PLEASE NOTE: These regulations are patterned after those in use in prior years. In the event that some policies require change, the staff and management at Rock Falls Raceway have authority to make changes as necessary.

For questions, please contact:

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AMENDMENTS FROM PREVIOUS VERSION

It is highly recommended for all participants to read through this Handbook thoroughly to remove any questions or concerns during the season. Below are the listed pages that have items that have been updated since latest release.

Pages 5, 9, 12: Updated 2024 to 2025

Page 8: Updated when dial-ins are locked and need to be visible

Page 9: Added descriptions for ladders

Page 11: Updated how points are scored to reflect 2025 changes

Page 11: Updated run order for 2025 VP Racing Bracket Series

Page 11-12: Added VP Racing Bracket Series verbiage

Pages 12-13: Added ladder designations

Page 12: Lowered Bike/Sled minimum ET

Page 13: Updated Jr Dragster Categories

Page 13: Added Muscle Car Restorations Dragfest Information

Page 14: Updated NHRA Membership Benefits

Page 15: Increased round money for Super Pro and Pro ET

Page 16: Updated 2025 Schedule page

Welcome to Rock Falls Raceway

“Best Racetrack in the Midwest”

The 2025 schedule has a wide variety of events throughout the year. Our goal is to provide something for everyone. This handbook contains rules and procedures for all who attend drag racing events at Rock Falls Raceway, sections for each series of events scheduled for 2025, and general guidelines which apply to all drag racing events. We trust it will be helpful to you.

We advise you to carefully read all contents.

DISCLAIMER

It is essential for every participant to understand this fundamental rule of drag racing: 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 Rock Falls Raceway produce guidelines based on experience and circulates 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 crewmembers. However, drag racing is dangerous. Therefore, no express or implied warranty of safety is created from publication of or compliance with NHRA & Rock Falls Raceway rules, nor does compliance with NHRA & Rock Falls Raceway 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. Their decision is final.

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 Rock Falls Raceway works to promote and enhance the safety of the sport, there are no guarantees that such safety measures will guarantee or 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.

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 forgoing.

ROCK FALLS RACEWAY is an NHRA Member Track

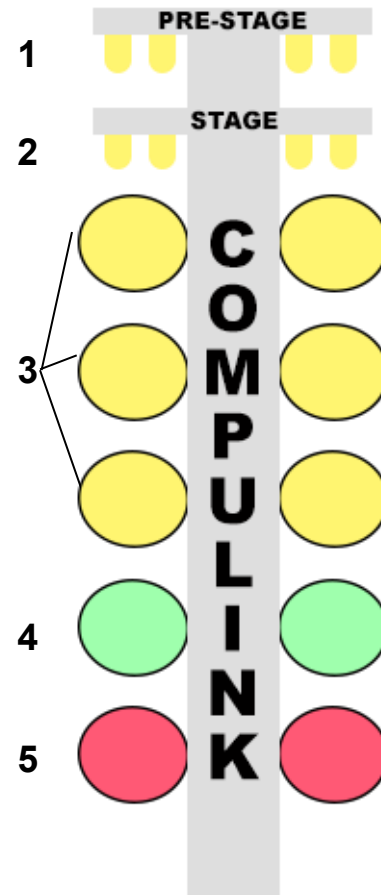
We follow the rules and regulations of the National Hot Rod Association. If you are not already a member, we encourage all drivers to become NHRA members. The NHRA Rulebook is an important source of information. It lists safety requirements for your race vehicle to pass tech inspection prior to racing. Every competitor should possess and read the NHRA Rulebook. Those are the rules we enforce. We also have certain behavior expectations. SAFETY is at the top of the list.

The speed limit at Rock Falls Raceway is 10 MPH in all areas except the racing surface. Violators endangering others with reckless and inconsiderate driving habits, whether in a race vehicle or pit vehicle, will be expelled from the facility, along with their entire crew and race vehicle. Burnouts are permitted only in the burnout box. ABSOLUTELY no one under the age of 16-years-old without a valid state driver's license may operate a support vehicle at ANY time (golf carts, pit bikes, etc.).

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 Rock Falls Raceway. The severity of such action shall be determined in the sole and absolute discretion of Rock Falls Raceway Officials.

This standard is upheld both at the facility and online. Unprofessional comments made in person and online are extremely detrimental to the spirit of drag racing, and make promoting our sport difficult. If you ever have a concern regarding any aspect of the operations at Rock Falls Raceway, please contact an official and politely discuss your concerns. No race track benefits from criticizing comments online.

All race vehicles must pass tech inspection. Proper safety equipment and apparel are required, as outlined in the 2025 NHRA Rulebook. Those not meeting the requirements will be rejected by the Tech Official.



THE 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 pull 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 up, not leave when the green light turns on.
4. If a driver leaves the starting line and the **green light** is on, the driver succeeded on leaving 'on-time' per say 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.

The optimal reaction time for a racer to have is a .000, dubbed a Perfect Reaction Time. 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 bracket 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 — Rock Falls Raceway uses the latest Compulink Timing System. Listed below are some of the most commonly referred to features.

AUTOSTART — The Autostart System will automatically start the Tree at a random pace within a given window. When both drivers are Pre-Stage, 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 approximately one second, the Tree will come on after a random variable of time later, depending on the class.

CROSSTALK — This program allows the Tree to be fully shielded, but still allows drivers in delay box equipped 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 Rock Falls 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. 7.85N). A dash 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.

COURTESY STAGING — Out of courtesy to your fellow competitor, courtesy staging is recommended but not enforcee. As you stage your vehicle, 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 — Permitted in all classes. In Street Eliminator and King of the Hill, driver's may write 'DEEP' on both sides of the car to alert starter, who will turn off autostart to allow racer to deep stage. It is the racer's responsibility to alert the starter. No reruns will be permitted for a driver not given additional time to deep stage.

LED's — Rock Falls Raceway uses COMPULINK LED lights in the Christmas Tree at every event. 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 Rock Falls Raceway.

TRU-START — Tru-Start will be in affect in all bracket classes. Tru-Start only comes into play if both drivers in an elimination round red light. If both driver's red light, the driver who's red light is closest to green will be the winner.

GENERAL REGULATIONS & STANDARD OPERATING PROCEDURES

ANTIFREEZE — Not permitted in any vehicle going down track.

BURNOUTS — Only permitted in the burnout box.

BUY BACKS — Available in all competition categories that aren't laddered in round one. Racers must pay fee prior to Round 2 of applicable class ending in the main office. Racers are eligible for buy backs if they did not win in Round 1 of competition.

BYE RUNS — In the first round of competition classes, the single will be offered to racer with the best reaction time in previous time trial. In round two and beyond, the competitor with the best WINNING REACTION TIME from previous round will be given the bye. Bye will carry over to following round of eliminations if racer who was selected won in previous round and did not use their bye run.

CAR NUMBERS — required 4" high by 1 1/2" wide on both sides and Front, passenger, and rear window.

CLOTHING — **ALL** drivers and passengers required to wear full-length non-synthetic pants; short- or long-sleeved shirt, and closed toe shoes. *Shorts, tank tops, open-toe/heel, or sandals are prohibited.* Drivers are required to have the applicable SFI Jacket, Pants, and other safety equipment based on NHRA Regulations for the ETs and Speeds they are traveling.

DIAL-INS — ***Must be visible from the tower***, placed on passenger side, front and rear window. Dial-in boards must be mounted to the right (passenger) side of a race vehicle and visible to race control personnel. Dial-ins are considered locked when at the ready line, which is the white line prior to going into the water box. Signage is also placed showing when dial-ins need to be locked and visible.
ABSOLUTELY NO RE-RUNS DUE TO INCORRECT DIAL-IN.

DRIVERS — All drivers are required to have a valid state issued driver's license or NHRA Competition License. All drivers under the age of 18 must have a parent permission form on file which is signed by both parents prior to passing tech inspection.

HELMET — In the interest of participant safety, all drivers are required to have an approved SFI or SNELL helmet. See the 2025 NHRA Rulebook or a Rock Falls Raceway Tech Official for questions regarding legality of a helmet.

LADDERS — In classes where a ladder is utilized, it will be produced based on the best reaction times from qualifying (classes in a ladder starting round 1) or best winning reaction time from the previous round (classes in a ladder starting after round 1).

LANE CHOICE — Assigned lanes for left and right will be utilized. Odd numbered lanes will be for the 'left' lane, even numbered lanes will be for 'right' lane. If at the end of the session there is a single lane of competitors, the first competitor in the front of the line will receive the desired lane, the competitor immediately following will be put in the opposite lane.

OIL CONTAINMENT DEVICE — Mandated on any car running 9.99 and quicker or over 135mph. Recommended on all vehicles.

PASSENGERS — Not permitted in vehicles running quicker than 14.00 or during eliminations.

RANDOM PAIRING — You are considered paired with another competitor once instructed by a staging official. Once paired, if one competitor encounters issues (not starting, broken or unable to make the call when so directed by the staging lane director), they will be given a reasonable amount of time to attempt repairs before the other competitor will receive a bye run. The competitor able to make the call must stage under engine power and take the tree to advance to the next round unless otherwise instructed by the Race Director.

RE-RUNS — In the event of a re-run, competitors are permitted to change their dial-ins. Failure to appear for a rerun when directed by an official is an automatic disqualification.

RESTRICTED ACCESS — Drivers and crew must sign the Release & Waiver of Liability form at each event. Violations will result in consequences. Parents must sign a Minor Release and Waiver of Liability and Indemnity Agreement for any minor under the age of 18.

RUN TIME — Racers will be given an adequate amount of time from when their class is completed to the time their class starts again. Adjustments are under Race Director discretion. Double-entered drivers do so with the understanding they are taking a greater challenge than single entered drivers.

RAIN OUTS & CREDIT POLICY

We will go to every effort to complete a scheduled race. However, if a race gets rained out during eliminations, drivers earn points based on the last fully completed round in their category. As an example, if a race is halted at any point after the start, but prior to the completion of round four, all drivers in competition would get points and split payout based on the results from round three. If a race is called after the completion of round one, but prior to the start of round two, payout and points will be split amongst ONLY the first round winners. Anybody who paid a buyback will be refunded in the form of a future credit. Credits for rainouts are as follows: 1) an event called prior to start of time trials will receive 100% credit. 2) an event called after completion of two rounds of time trials but prior to eliminations (or in the case of a test and tune, before the halfway point of the event) will receive 50% credit. 3) an event called after eliminations have started (for test and tune, after the halfway point of the event) will receive no credit. In all cases, the Race Director will make the final decision. All attendees are required to hold onto their credit received at the Main Office to claim credit for a cancelled event. Credits must be used prior to the end of the following race season.

FAILURE TO PASS 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 refunded in the form of a future credit. No points will be awarded.

GOLD RUSH POINTS SERIES

Racers will be able to earn points for races completed after purchasing points entry. Racers must have an NHRA Competition Number or Rock Falls Raceway Permanent Number to earn points. Racer's must buy into Gold Rush Points Series prior to earning any points for the season. Entry is \$40 for Jr Dragster, Jr Street, and High School; \$50 for all others. Once time trials begin, 30 points will be credited to all vehicles that have completed tech inspection. Racers will receive 10 points per round. If a racer doesn't win first round and buyback, they will not earn any additional points for the remainder of the event. Bonus points will be awarded to category winner (5 points), runner-up (3 points), semi-finalist (2 points), and quarterfinalist (1 point).

SEASON TOTAL — In the VP Racing Bracket Series, racers will compete at up to 14 events, with their best 12 finishes being credited to their season totals. In the event of a cancellation where no points are awarded, every class' regulation will lower by the amount of non competed days (13/11, 12/10, etc).

TIE-BREAKERS — The leading driver will be the one who: 1) Has the most round wins; 2) Has the best head-to-head matchup; 3) Did the best at the most recent points scoring event; 4) Did the best at the second most recent points scoring event, etc. until a winner is determined.

RUN ORDER

This run order will be in affect at all VP Racing Bracket Series Events

Technical Inspection	Lanes 7 & 8
King of the Hill	Lanes 1 & 2
Jr Street	Lanes 3 & 4
Street Eliminator	Lanes 1 & 2
Bikes/Sleds	Lanes 5 & 6
High School	Lanes 7 & 8
Pro ET	Lanes 1—4
Jr Dragster (all)	Lanes 5 & 6
Super Pro	Lanes 1—4

VP RACING BRACKET SERIES RULES

These rules will in effect for the 2025 Rock Falls Raceway Season.

SUPER PRO (1/4 MILE 6.00-11.99)

Computer, unless OEM stock, and Stutter boxes – PROHIBITED. Delay boxes, transbrake, four-wheel line-loc, automated shifter, throttle control and starting line and or “high side” rev limiters permitted. Data Recorders. – permitted. Lower engine containment device required for all vehicles running 9.99 or quicker. This class will be ladderred in round 4.

PRO (1/4 MILE 8.00 & Slower)

Computers, unless OEM stock, Stutter boxes, Throttle stops and Delay boxes are PROHIBITED. Transbrake/Dual line-loc's are allowed as long as the wiring consists of a single continuous wire from the power source to a switch and a single continuous wire from the switch to the transbrake or line-loc. All Trans-Brake/Line Loc buttons must be NHRA Accepted (List of accepted buttons can be found on NHRA.com). Two step rev limiter – Permitted. Automated shifters– Permitted. Lower engine containment device required for all vehicles running 9.99 or quicker. This class will be ladderred in round 4.

BIKE/SLED (1/4 MILE 7.50 & Slower)

Same rules apply as in Super Pro (Lower engine containment device not required). This class will be ladderred in round 3.

HIGH SCHOOL (1/4 MILE 12.00 and slower)

Eligible racers must have a state issued driver's license without restrictions. (Probationary license permitted). Must have been enrolled in public or private high school as of January 1st of current racing season. Open to full bodied street cars with full fenders, hood, grille, top, windshield, and function doors. Line Loc and nitrous are prohibited. Open-top vehicles prohibited. Slick tires permitted. This class will be ladderred in round 1.

JR STREET (1/8 MILE 9.00 and slower)

Jr Street is for drivers age 13-16 to compete amongst their peers in street-legal vehicles. Drivers must have NHRA Jr Street license to compete in eliminations. Vehicles must be registered, insured, with mufflers and DOT approved tires equipped. Vehicles must be full-bodied cars, trucks, vans, or SUVs. Open-top vehicles prohibited. This class will be ladderred in round 1.

JR DRAG RACING SERIES

(see 2025 NHRA Rulebook for complete rules)

After initial burnout, racers may be pulled back ONE time prior to approaching ready line. Flags must be used when being towed. Support personnel are restricted from touching their Jr Dragster once the vehicle is pre-staged. These classes will be ladderred in round 1.

CLASS	AGES	DIAL-IN WINDOW (1/8 MILE)
Jr Lightning	13-17	7.90 Seconds and Slower
Jr Thunder	6-12	8.90 Seconds and Slower

KING OF THE HILL (1/4 MILE 8.00-19.99)

This category is for racers in full bodied cars running for trophy only (no payout). Racers are permitted to dial in 8.00 seconds and slower in the quarter mile. Category follows the same rules as 'Pro' listed on previous page. This class will be ladderred in round 3.

STREET ELIMINATOR (1/4 MILE 11.50 & Slower)

This category is for racers in full bodied cars running for trophy only (no payout). Non-OEM Computer , Data Recorders, Delay boxes, Trans-brake, non-OEM automated shifter, Throttle stops and Stutter Boxes PROHIBITED. Two wheel line loc's only are permitted. Ignition: Single stage, 'high side' rev limiter permitted. Starting line rev limiter prohibited. Rev limiter or any other rpm limiting devices, legal unto themselves but altered or installed in so as to function as a down-track rpm controller prohibited. Crank Trigger is PROHIBITED unless OEM Distributor less ignition. Street tires only. DOT legal drag radials permitted. This class will be ladderred in round 3.

MUSCLE CAR RESTORATIONS DRAGFEST

New for 2025, the Muscle Car & Motorcycle Days are now the Muscle Car Restorations Dragfest—a six race points series that will reward season champions across five categories.

Advanced: 1/4 Mile, Rules same as Super Pro and Pro ET, Trophy only

Intermediate: 1/4 Mile, Rules same as Street Eliminator, all tire types permitted, Trophy only

Novice: 1/4 Mile, New racer category, Trophy only

Motorcycle: 1/4 Mile All run motorcycle category, Trophy only

Jr Dragster: 1/8 Mile All run, Trophy only

DEDICATED TO SAFETY

Since it's inception, the NHRA and Rock Falls Raceway have held safety as the number one priority at all times. Drag Racing is an inherently dangerous sport, and since that is the case we take it upon ourselves to ensure the safest racing possible. However, there is always the opportunity for incidents to occur. When it comes to sanctioning bodies, no other comes close in comparison to what the NHRA offers to it's members.

By becoming a member of the NHRA, you are granted the major benefit of \$600,000 excess medical insurance. If you are injured at the track as a racer, crewmember, or even a spectator, your NHRA Membership has you covered. When all your personal insurance benefits have been used, your \$600,000 excess policy steps in to take care of you and your family.

Additionally, NHRA Members Receive:

- NHRA National Dragster subscription with spectacular action photography, in-depth features, and the sport's best racing coverage, every other weekend throughout the racing season (12 issues/yr)
- NHRA National Dragster magazine in Print and Digital
- \$20 Voucher to purchase your favorite NHRA Gear at the online NitroMall store
- Official Membership kit containing your membership card, decal, and annual collector's pin
- \$40 OFF your tickets to your favorite NHRA Camping World Drag Racing Series events
- 10% OFF NHRA merchandise from NitroMall at events or online
- Exclusive membership discounts
- Free admission to Wally Parks NHRA Motorsports Museum in Pomona, California

It is strongly recommended if you drive a vehicle that travels the quarter mile in less than 11.49 seconds that you are an NHRA Member. For

NHRA Membership information, call 1-800-308-6472 or visit member.nhra.com



VP RACING BRACKET SERIES
2025 PAYOUT STRUCTURE

SUPER PRO			PRO ET		
Winner	\$2,000		Winner	\$2,000	
Runner-Up	\$900		Runner-Up	\$900	
Semis	\$375		Semis	\$375	
5th Rd Win*	\$225	If utilized	5th Rd Win*	\$225	If utilized
4th Rd Win*	\$150	If utilized	4th Rd Win*	\$150	If utilized
3rd Rd Win	\$100		3rd Rd Win	\$100	
2nd Rd Win	\$75		2nd Rd Win	\$75	
Entry Fee	\$75		Entry Fee	\$75	
Buyback	\$45	1 st Round Only	Buyback	\$45	1 st Round Only

BIKE / SLED		
Category pays out 80% of entry fee (50% to winner, 30% to runner-up)		
Entry Fee	\$60	
Buyback	\$30	1 st Round Only

<u>WINNER: TROPHY</u> <u>RUNNER-UP: TROPHY</u>			
KING OF THE HILL	Entry: \$45 Buyback: \$20	JR STREET	Entry: \$40
STREET ELIMINATOR	Entry: \$45 Buyback: \$20	JR LIGHTNING/ THUNDER	Entry: \$40
HIGH SCHOOL	Entry: \$40	JR CONSOLATION	Entry: \$20

**2025 ROCK FALLS RACEWAY
DRAGSTRIP SCHEDULE**

DATE	EVENT (MOST RECENT INFO AT ROCKFALLSRACEWAY.COM)	GATES OPEN
APRIL 25-26	NHRA CHASSIS CERT / OPEN HOUSE	SEE WEBSITE
APRIL 26-27	O'REILLY AUTO PARTS DAY TESTS	8:00AM
MAY 2	O'REILLY AUTO PARTS EVENING TEST	12:00PM
MAY 3-4	VP RACING BRACKET SERIES 1 & 2	7:00AM
MAY 10-11	O'REILLY AUTO PARTS DAY TESTS	8:00AM
MAY 23	O'REILLY AUTO PARTS EVENING TEST	12:00PM
MAY 24-25	VP RACING BRACKET SERIES 3 & 4	7:00AM
MAY 30	O'REILLY AUTO PARTS EVENING TEST	12:00PM
MAY 31-JUNE 1	MUSCLE CAR RESTORATIONS DRAGFEST 1 & 2	8:00AM
JUNE 13	O'REILLY AUTO PARTS EVENING TEST	12:00PM
JUNE 14-15	VP RACING BRACKET SERIES 5 & 6	7:00AM
JUNE 27-29	CTECH MANUFACTURING BADGER CLASSIC	SEE WEBSITE
JULY 4	O'REILLY AUTO PARTS EVENING TEST	12:00PM
JULY 5-6	VP RACING BRACKET SERIES 7 & 8	7:00AM
JULY 11	O'REILLY AUTO PARTS EVENING TEST	12:00PM
JULY 12-13	MUSCLE CAR RESTORATIONS DRAGFEST 3 & 4	7:00AM
JULY 18	O'REILLY AUTO PARTS EVENING TEST	12:00PM
JULY 19-20	VP RACING BRACKET SERIES 9 & 10	SEE WEBSITE
AUG 1	O'REILLY AUTO PARTS EVENING TEST	12:00PM
AUG 2-3	VP RACING BRACKET SERIES 11 & 12	7:00AM
AUG 9-10	O'REILLY AUTO PARTS DAY TESTS	8:00AM
AUG 15	O'REILLY AUTO PARTS EVENING TEST	7:00AM
AUG 16-17	VP RACING BRACKET SERIES 13 & 14	7:00AM
AUG 22-24	NHRA DOUBLE NATIONAL OPEN	SEE WEBSITE
SEPT 5	O'REILLY AUTO PARTS EVENING TEST	12:00PM
SEPT 6	INAUGURAL VOLKSWAGEN INVASION	SEE WEBSITE
SEPT 19-20	10TH ANNUAL FALLOUT DRAGS	SEE WEBSITE
SEPT 26	O'REILLY AUTO PARTS EVENING TEST	12:00PM
SEPT 27-28	INAUGURAL MOPAR SHOWDOWN	SEE WEBSITE
OCT 3	O'REILLY AUTO PARTS EVENING TEST	12:00PM
OCT 4-5	MUSCLE CAR RESTORATIONS DRAGFEST 5 & 6	7:00AM
OCT 10	O'REILLY AUTO PARTS EVENING TEST	12:00PM
OCT 11-12	RACER APPRECIATION	7:00AM
OCT 18-19	O'REILLY AUTO PARTS DAY TESTS	8:00AM