

2009 BRACKET RACER'S HANDBOOK

& Bracket Racing Guide

Home of the five-time:
NHRA TEAM BRACKET CHAMPIONS

1988 • 1995 • 2000 • 2001 • 2008

Firebird Raceway Eliminators

Super Pro (7.00-12.99)

Pro (7.00-13.99)

Snow/Bike (7.50-14.99)

Sportsman (13.00-up)

Trophy (11.00-up)

High School (11.00-up)

Alumni (10.00-up)

Club Series (10.00-up)

Junior Lightning (7.90-11.99)

Junior Thunder (11.00-up)

Sport Compact

Outlaw Street–Street Bike–Street Truck–Nostalgia

All Pricing and Schedules are subject to change without notice.

**2009 Boise Muffler/Auto Body Paint & Supply
GOLD CUP POINTS YEAR-END BONUS**

KIDD PERFORMANCE & DYNO SUPER PRO ELIMINATOR

CHAMPION..JACKET..ROC..\$1500.00..TROPHY

2nd Place..ROC..400.00..TROPHY

3rd Place..ROC..250.00..TROPHY

4th Place..ROC..200.00..TROPHY

5th Place..150.00..TROPHY

6th Place..TROPHY

7th Place..TROPHY

PERFORMANCE SOLUTIONS PRO ELIMINATOR

CHAMPION..JACKET..ROC..\$1500.00..TROPHY

2nd Place..ROC..400.00..TROPHY

3rd Place..ROC..250.00..TROPHY

4th Place..ROC..200.00..TROPHY

5th Place..150.00..TROPHY

6th Place..TROPHY

7th Place..TROPHY

UNITED OIL SPORTSMAN ELIMINATOR

CHAMPION..JACKET..ROC..\$400.00..TROPHY

2nd Place..ROC..150.00..TROPHY

3rd Place..ROC..100.00..TROPHY

4th Place..ROC..TROPHY

5th Place..TROPHY

6th Place..TROPHY

7th Place..TROPHY

WOODY'S SNOW/BIKE CHAMPIONSHIP

CHAMPION..ROC..JACKET..\$400.00..TROPHY

2nd Place..ROC..150.00..TROPHY

3rd Place..ROC..75.00..TROPHY

4th Place..ROC..50.00..TROPHY

5th Place..TROPHY

ROC=Race of Champions Qualifier at the Team Finals

MEADOW GOLD JUNIOR CHAMPIONSHIP

LIGHTNING CHAMPION..JACKET..\$150 SAVINGS BOND..TROPHY

2nd Place..\$100 SAVINGS BOND..TROPHY

3rd Place..TROPHY

THUNDER CHAMPION..JACKET..\$150 SAVINGS BOND..TROPHY

2nd Place..\$100 SAVINGS BOND..TROPHY

3rd Place..TROPHY

2009 GOLD CUP PURSE

Super Pro Eliminator (Entry fee: \$55 - 7.00–12.99)

Guaranteed Purse based on number of entries:

- \$750 to win**, \$300 runner-up, \$100 semi, quarter \$40 (39 & more)
- \$650 to win**, \$300 runner-up, \$100 semi (33–38 entries)
- \$550 to win**, \$275 runner-up, \$80 semi (28–32 entries)
- \$450 to win**, \$225 runner-up, \$60 semi (23–27 entries)
- \$400 to win**, \$200 runner-up, \$50 semi (19–22 entries)
- \$350 to win**, \$150 runner-up, \$40 semi (15–18 entries)
- \$300 to win**, \$125 runner-up, \$30 semi (12–14 entries)
- \$250 to win**, \$100 runner-up (9–11 entries)

(8 or fewer entries will be Compensating Guaranteed Pro-Rated Purse)

Pro Eliminator (Entry fee: \$35 - 7.00–13.99)

Guaranteed Purse based on number of entries:

- \$500 to win**, \$250 runner-up, \$60 semi, \$45 quarter (56 & more)
- \$450 to win**, \$200 runner-up, \$50 semi, \$35 quarter (50–55 entries)
- \$400 to win**, \$175 runner-up, \$50 semi, \$25 quarter (44–49 entries)
- \$400 to win**, \$175 runner-up, \$50 semi (38–43 entries)
- \$375 to win**, \$175 runner-up, \$25 semi (33–37 entries)
- \$300 to win**, \$150 runner-up, \$25 semi (28–32 entries)

(27 or fewer entries will be Compensating Guaranteed Pro-Rated Purse)

Sportsman Eliminator (Entry fee: \$25 - 13.00 & Slower)

Guaranteed Purse:

- \$100 to win**, \$40 runner-up, \$25 semi

Snow/Bike Eliminator (Entry fee: \$30 - 7.50–14.99)

Guaranteed Purse based on number of entries:

- \$200 to win**, \$80 runner-up, \$40 semi (20 & more)
- \$125 to win**, \$50 runner-up, \$30 semi (13 – 19 entries)
- \$100 to win**, \$40 runner-up, \$20 semi (9 – 12 entries)
- \$75 to win**, \$30 runner-up (7 - 8 entries)

(6 or fewer entries will award plaques to Winner & Runner-Up)

In the event that adverse weather or unfavorable economic conditions drastically reduce entry counts in SP, Pro or SB, purses may be pro-rated accordingly.

Trophy (Entry fee: \$25 – 11.00–slower)...Champion wins an eliminator award, plus first round winners (who defeat an opponent) win a trophy, too.

ALCOHOLIC BEVERAGES...As a licensed facility, Firebird comes under two Idaho Code Laws (#23-1023 & #23-1056) that pertain to everyone. If you bring booze into the track—**YOU ARE BREAKING THE LAW**. Liquor Law Agents do inspect our facility, so, if caught—you will be arrested. Not unlike Idaho Tobacco Laws, the set-up is called a sting...don't get stung.

ATTENTION SMOKERS...For those who smoke, help Firebird out and dispose of cigarettes or cigars properly. Butts laying on the grounds or asphalt looks bad. Do your part to keep the track clean...we do.

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2009
GENERAL RULE STATEMENT

Vehicles and attire (racers, crew, etc.) participating in drag racing events must be presentable at all times. Profane and offensive language on shirts and the like will not be permitted to be worn at our events in consideration of those families and others that attend our races. Vehicles that are improperly prepared may be rejected by a Tech Official. Any rider/driver or crew member or person in association with a rider/driver or crew member who is considered to be under the influence of any drug, alcohol or any judgment impairing substance will be expelled from the race and escorted off of the premises, together with the entire crew and vehicle associated with the offender. Upon entering an event, racers agree to abide by the aforesaid rules, and that all interpretation of rules, questions and protest are left up to the final discretion of the race officials and may be changed if the situation warrants action. **The use of PROFANE or OFFENSIVE LANGUAGE is grounds for immediate disqualification, suspension of racing/crew privileges and your right to attend events at Firebird.** In any event the Race Master has the final word. We recommend you purchase a current year NHRA Rule Book.

Pets (dogs, etc.) need to be on leashes at all times. No dogs permitted in the staging lanes (beyond pit control) at any time. Be respectful of our facility, please clean up after your dog.

FIREBIRD RACE PROCEDURES AND INFORMATION

“HAVE FUN, BE SAFETY CONSCIOUS, PRACTICE GOOD SPORTSMANSHIP AND ENJOY YOUR DAY OR EVENING OF DRAG RACING AT FIREBIRD”

OVERVIEW OF RACING

ENTRY GATES...After purchasing your tech card/admission and signing the Release and Waiver of Liability and Indemnity Agreement, proceed to the pit area. If you are accompanied by crew members and family members, they are also required to sign the Release and Waiver Form before entering a restricted area. In addition, be sure your pit credential (pass) is with you at all times. Tip: Stop by the Sport Shop and purchase a plastic pit pass holder to keep your pit pass visible to track officials.

PURCHASING ADDITIONAL TECH CARDS...If you race in two separate eliminators (with two different vehicles) or choose to test & tune another car, you are required to purchase a tech card for each vehicles at the posted entry fee. A crewmember that tows a vehicle into the track is required to purchase his/her own pit pass. When you

purchase your first entry into competition you receive a tech card and a pit pass. The purchase of a 2nd entry with the same driver will provide you with an additional tech card, but not an additional pit pass.

DRIVERS...Only one driver is permitted to race one particular vehicle in an eliminator (sharing a vehicle during competition rounds is not permitted). **VALID** state- or government-issued driver's license beyond a learner's-permit level is mandatory for cars running 10.00 & slower (except Junior racers). A current NHRA Membership is required for drivers of vehicles running 10.99 or quicker. In addition to the above, a current NHRA License is required for drivers of vehicles running quicker than 9.99 seconds.

PIT AREA...Park your vehicle in the central sportsman pit area, and prepare to race. Parking is available on a first-arrival basis at Firebird, with the exception of Reserved Parking Areas, which are rented by race teams for the duration of the drag racing season [these spaces have been marked accordingly on the pavement]. *Note: As a courtesy to other race teams, we do not permit holding or reserving open paved pit parking space for friends or others who arrive significantly later than you. We treat everyone equally...first-come, first-served. If you wish to hold space, there is more space available for group parking in either the west-central or north-end plateau area of the pits.* Furthermore, we'd like for as many race teams as possible to park their race cars/bikes on blacktop. With all the paved parking in the pit area, there should be asphalt parking for just about every racer at all but our biggest races (where most everyone will enjoy paved roadways/grids), so **USE THE ASPHALT**...it makes things a lot cleaner for everyone. On a separate note, the speed limit in the pit area, return road and other areas is 10 MPH and no burnouts are allowed on any access/egress road, return road or staging lanes. Violators endangering others with reckless and inconsiderate driving habits (whether it be in/on a race vehicle or a pit vehicle) will be expelled from the race facility with the entire crew and race vehicle.

TECH INSPECTION...Before racing, please take your vehicle to the safety inspection area. First, make sure your tech card is **FILLED OUT** on the front and backside. An inspector will check your entry and put a number on your vehicle. (For additional shoe polish to apply your number or dial-in, you may purchase a bottle at the Firebird Sport Shop). All vehicle entries are required to be safety inspected by a Tech Official before making your first run down the strip. Out of respect to those who attend events at Firebird, we no

longer permit decals on vehicles that are offensive in nature (*i.e. Toddler's tinkling on Chevy or Ford logos, etc.*)

EXTENDED TECH INSPECTION (ETI)...In alliance with the NHRA, Firebird offers racers an opportunity to enroll in the Extended Tech Inspection (ETI). You are eligible to secure an ETI provided you are a current NHRA Member holding an NHRA Competition Number. An ETI form and ETI sticker can be secured (providing you pass the inspection) should you comply and adhere to these inspection parameters with your entry. The ETI process will be offered at smaller events and test days. This form of inspection may not be available at events that attract a larger car count due to time constraints, where regular tech inspections must be conducted. Please be aware if your vehicle has an ETI, it may still get spot checks for everything from safety items to electronics, so understand that your entry may be reviewed at randomly selected times.

STAGING LANES/RUN SESSIONS...Once you've passed the safety inspection, time trial runs will begin in sessions. Wait until you hear your class called before entering the staging lanes, at which time you'll be notified to make runs. Staging lane speed limit is less than 5 MPH. When you get near the front of staging please be ready, with seat belts and helmets fastened, and windows rolled-up. Remember the third lane is a designated fire access lane. The fire lane is to remain open and unobstructed at all times.

BURNOUT BOX...Under the direction of Firebird officials, begin your burnout in the water after you are signaled by the Firebird official. For cars running street tires, it is strongly recommended that you do not use the water box, since it not only tracks water up into the traction area, but causes water drops to fall from the grooves in your tires, causing tire spin. Note: burnouts across the starting line are only permitted for vehicles capable of 9.99 or quicker. For vehicles running 10.00 & slower, should you do this during eliminations, you will be automatically disqualified.

STAGING...Please familiarize yourself with the Compulink Autostart system outlined in a separate section of the Handbook.

THE RACE ITSELF...Leave just before the green light on the Christmas tree. If it's a good run, always clear the racing surface before stopping by braking to the top-end turnout, which will be on your left. If you're in the left lane (closest to the return road), you have the right of way to enter the return road first, should you and your

opponent reach the end of the track at a similar time. Should you have problems, pull to the outside of your lane and stop. If you "red light" accidentally roll through the beams or the Autostart counter engages the tree sequence (if you were unable to final stage in the designated amount of time, which is an automatic red light/loss during eliminations), **DO NOT** "putt, putt" down the track and take your frustrations out on the next racers waiting to race.

FINISH LINE...After you've passed the finish stripe (painted line), leave your vehicle in gear and use your brake to slowdown, turning left at the end of raceway onto the return road. Remember, do not turnaround and drive back up the track. Use the return road to make your way back to the pit area.

END OF THE TRACK...If you experience stopping difficulties, the field at the end of the track is for run-off purposes should you need it. Please don't attempt to turn at high speed. Drag cars are built to go straight, not turn corners fast. Return road speed is **10 MPH**.

E.T. BOOTH...By stopping for your ET slip, you will get a look at your run. It tells you your reaction time (.000 is perfect for a full-tree or a pro-light), 60', 330', 660', 1000', 1320' elapsed times and 660', 1320 miles per hour, with readouts for both you and your opposition, including the winner in eliminations, as well as the true margin of victory (printed as MOV). Please note: when pulling away from the ET booth, please do not read your ET slips, while driving. You can do this when you return to your pit area. Let's Be Extra Careful and Safe in the pit area following your run(s)!

COOL DOWN...As a courtesy to your fellow racers, let's be CONSERVATIVE on time spent in the water cool-down area. Remember this is a privilege not a right. Should you need more time, use a portable spray canister in your pit area. Please do not use the water (for the trees) down the center of pit area. Our pump/water system can only handle so much volume, and we ask that these water faucets not be used for engine cool down purposes.

BROADCASTING 103.7FM AT FIREBIRD...Tune into all the reports and announcements from the Firebird Tower at 103.7FM on your radio dial. Birdland Radio, as it is called, is a great way to listen in to everything that's happening, should you not be close to a track speaker. Tip: a digital fm stereo that you can dial into 103.7FM picks up the signal better than an analog (type) radio.

WHAT IS BRACKET RACING—“THE BASICS”

A Bracket Race is a contest between two cars, usually starting at different times, down the quarter (or eighth) mile. The race between two cars begins in front of the “Christmas tree” at the starting line (identified by a yellow stripe at the start). You’ll cover a measured distance of either an 1/8th or 1/4-mile. Following your run, you’ll receive an ET slip, which gives you a read-out of reaction time (RT), elapsed time (ET) and speed (MPH).

The best way to get your feet wet is make practice runs, often referred to as time trials or qualifying. We also encourage you to ask track officials or fellow racers questions or get pointers and watch how the more experienced racers do things.

When you come up for your first run, you’ll want to carefully pull up to the staging area before the Christmas tree. There is a pre-stage and stage light at the top of the tree. As you pull forward, you’ll see the top bulb on the tree light up (your wheel breaks the 1st infrared beam on the line), then you’ll roll a little further and the 2nd bulb on the tree lights up. You’ll then wait for the tree sequence to begin counting down (amber, amber, amber—green). Tip: Try and hit the gas as the last of the three amber lights flashes on. This should improve your reaction time.

Following your practice runs, you will need to make a determination (studying your ET slips) of what you think your car will run. The number you select is called a dial-in. You and your opponent in eliminations will each have a specific dial-in on your window. When you pull around to race in eliminations, the timing computer automatically calculates the difference between your dial-in and that of your opponent. This is how we arrive at the handicapped start. The slower car leaves first. The faster car plays catch-up. To win, you want to run as close to your dial-in as possible without going faster than the number (dial-in) you’ve selected. If you do go too fast, this is called a “break-out” and the computer timing system computes this as a loss. Now, if both cars run quicker than their dial-in, the car running closest to their dial (smallest difference) will be awarded the win.

Another important variable in bracket racing is your reaction time (RT). On your ET slip you will see the letters RT. Your RT is calculated by how quickly you react to the Christmas tree. We operate a .000 full countdown tree. If you leave too quickly (-.001 or worse), the red light will appear, which is a loss during eliminations. An RT of .000 or higher will cause a green light start. The key to improving your RT is practice, practice, practice...

FIREBIRD RULES FOR COMPETITION

PIT SAFETY...Let's pay close attention to pit safety. All roads carry a **10 MPH speed limit**. The staging lane's speed limit is **5 MPH**. NO burnout's are allowed anywhere except on the starting line.

WARMING UP YOUR RACE ENTRY...The practice of converter stalls, transbrake testing, line-lock testing and/or transmission warming is not permitted anywhere (pit area, staging lanes, return road, etc.) except on the starting line itself. Should you choose to warm-up your vehicle on jack stands (for safety reasons), it is mandatory to have a **properly licensed driver of age (15 or older) in the seat of the vehicle** (unless coupler or driveline is removed from the vehicle). First time offenders who break this safety rule will be warned. Subsequent observations will result in loss of time runs and/or racing privileges. This policy applies to Junior Dragster teams, too, as noted in the 2009 Junior Rule Book. This is policy at all NHRA Member Tracks. *And as a courtesy to the asphalt, please place plywood under your stands.*

ANTI-FREEZE...The use of anti-freeze in race cars (14.99-quicker) is prohibited. All other cars are strongly recommended to have the anti-freeze removed to prevent a spill or overflow on the track (please use water only). Do not dump anti-freeze anywhere on Firebird property, except in an enclosed container. During a run, should an inordinate amount of anti-freeze (from leaking radiator, split hose, etc.) end up on the racing surface, it is an automatic end to your racing day. To avoid this, PLEASE RUN WATER in your cooling system!

DRAINED OIL...Multiple large containers (located in upper and lower pit area) are placed for drain oil disposal only. No dumping of oil anywhere but approved containers, or you or your team will face immediate disqualification and fine, per Idaho state law.

OIL DOWN ON TRACK...If your car has a tendency to oil down the track multiple times (whether it's by accident or not), you may be asked, after you have fixed the leak/spray under the observation of a Firebird Official, to make a short launch in the shutdown area. This will verify to officials that your vehicle does not oil the track. This is being done for safety reasons to avoid the possibility of delaying a race.

NO REFUNDS...It is the racer's responsibility to be race ready. NO REFUNDS OR TRANSFERS will be made during an event. Once you pull past Pit Control with the intent of racing for your first run of the day, your race entry is committed to the event (no refunds will be made). Should you have tech or related questions, contact the Firebird management or an NHRA Tech Advisor.

ADDITIONAL DRIVERS...Should a crew person or individual wish to race or test your vehicle, a separate tech card can be purchased by this driver. The new driver must also sign the Waiver and Release and be safety-inspected with the entry before running it down the track.

NO PARKING ON ENTRANCE ROADS...Per Idaho state law, no parking of trailers or cars is permitted on any access roads entering or departing the facility (order of the Sheriff's Dept. in case of emergency). As a courtesy to our neighbors, no open headers departing the raceway at any time.

AUXILIARY PIT VEHICLE RULES...The following rules concerning the operation of auxiliary pit vehicles at Firebird events are effective immediately.

- Firebird reserves the right to reject any motorized pit vehicle depending upon its design, condition, appearance or construction.
- Vehicles such as tricycles, motorized or non-motorized skateboards, in-line skates, Razor scooters, Segway type vehicles, or roller blades are not permitted at any time.
- Auxiliary pit vehicles may be used for necessary transportation only. Joyriding, cruising, recreational or "fun" riding is prohibited. Vehicles are only allowed on Firebird premises when the owner is actually competing in an event. Spectator/guests/non-participants are not allowed to bring auxiliary pit vehicles onto Firebird premises.
- All vehicles, whenever possible, are to use perimeter roadways and avoid high-traffic areas, such as the upper pit area at major events.
- Posted speed limits must be observed. The maximum speed in any unposted area is 10 MPH.
- All operators must be at least 16 years of age, have a valid state driver's license, and must be covered by adequate general-liability insurance applicable to the operation of the pit vehicle. All operators shall provide proof of such insurance, a driver's license, and any other applicable credentials upon the request of a Firebird Official.
- All pit vehicles must be operated in compliance with the vehicle manufacturer's operating instructions and/or industry standards, including those regarding riding/driving position and number of passengers. All mini-vehicles are required to have competition numbers on them.

- Unsafe or improper operation of any vehicle and/or any violation of regulations and instructions may, at the sole discretion of Firebird, result in penalties against the owner and/or operators, including, but not limited to, immediate impoundment of the vehicle, loss of racing privileges, and/or expulsion from Firebird.
- Pit vehicles operated after dusk/sunset must have an adequate headlight. Taillights may also be required on an individual basis depending upon vehicle design.
- You may use a pit vehicle to pull car into the staging lanes (if deemed necessary for vehicles 9.99 and quicker). Otherwise, the staging lanes are closed to pit vehicles. Pit vehicle parking is available in designated areas around the lower pit park or the upper pit area start-line access gate. No pit vehicles are permitted in or around the grass area within the park located behind the lower restroom at any time. For pit safety, we ask that all pit transportation be parked at the end of a race day/night.
- Firebird reserves the right to amend, modify, or add to these rules at any time in its sole discretion.

COMPETITION NUMBER...Per the NHRA Rule Book—numbers should be 6” high, 1 1/2” wide (**white recommended**). Numbers need to be on both the driver and passenger side windows, plus the front windshield. All Motorcycles and Snowmobiles are required to attach a number and dial-in plate. Please make them large enough to read from tower (right side of bike or sled). If you don’t have permanent numbers yet, stop by *Signs Now* on Orchard in Boise, they can help you with vinyl decals for quick adhesion and a clean look.

SAND, PEBBLES, ETC...Please inspect and remove small debris from your wheel wells prior to reaching the head of staging. This will help improve everyone’s traction.

TOW VEHICLES...Should you determine it necessary, vehicles running 9.99 or quicker may use a tow vehicle. To expedite the flow of an event, we prefer to see less tow-back vehicles if at all possible. Should a tow vehicle be used, all crew members must be in the enclosed part of the vehicle. For safety reasons, we do not permit riding in back of truck beds, free standing on running boards, riding on a tailgate, etc. Should you act irresponsible and careless, you accept any and all liability and medical ramifications resulting from your conduct and behavior.

LANE CHOICE...If at the conclusion of time trials a line develops for one specific lane, vehicles will be pulled from the lanes in random fashion. First car up gets lane choice, second car goes to the opposite side. The first round of racing is random and pulled side by

side from lanes. Should a single line develop, first-up gets lane choice, second up goes into the opposite lane, unless a coin toss is conducted between opponents/crewperson prior to reaching final staging line. During the balance of “laddered eliminations”, lane choice is decided by the flip of a coin between racers if a mutual decision cannot be reached between two drivers.

BYE RUNS...Bye runs are determined by randomly pulling one driver from the first round of eliminations and setting the selected car or bike to one side. The driver selected for the bye will be awarded lane choice, if the class is an even field. If the class ends up an odd field, then the pre-selected driver is awarded a bye-run at the end of the eliminator session. Should the field end up even, then this driver has lane choice and races the final competitor in line. Tip: If you want a specific lane during time trials or first round of eliminations—don’t wait to be last in line.

STAGING LANES...You are officially considered paired as you pass the restricted area line (near start line) at the head of the staging lanes during a “random round” of eliminations. Should your vehicle break further back in the lanes (but can be fixed before the last car in your class is ready to race), you are still eligible to compete in that round of random eliminations. If your vehicle breaks, pull over into the fire lane temporarily (east side of staging lanes). If your opponent breaks after passing the restricted pole, you will be awarded a single. If your vehicle breaks after you have passed the Pit Control building into the staging lanes and return to your pit area, you may not resume racing in eliminations or enter the lanes after you have fixed your vehicle. Exception to this rule: weather or other variables outside our control that forces us to send cars back to the pit area.

DIAL-INS...Racers may change dial-in’s between rounds to the hundredth of a second. All dial-in’s will be posted on the scoreboards. Make certain your dial-in and that of your opponent are correct on the scoreboards before final staging your vehicle; otherwise, you have committed to the race. There are absolutely no reruns for wrong dial-ins, even if your opponent agrees.

SUPER PRO DIAL-INS...Dial-in’s must be in place and may not be changed once you pass the “restricted area line” near the front of the staging lanes in Super Pro. This is necessary before heading around to the starting line, so that the Tower can have a reasonable amount of time to accurately place dial-in’s into the computer, and cross-overs can be computed.

DIAL-INS FOR OTHER CATEGORIES...In other classes, dial-ins must be in place before pulling around to the burnout box from staging lanes.

TAIL LIGHTS...One functioning taillight is the minimum required for night-time competition. taillight(s) should be large enough to be seen from the starting line or Tower to the end of the shutdown area (and runoff at end of track) at night. Flashing, blinking or strobe type taillights are not permitted per NHRA General Regulations.

WINDOWS...Glass, lexan, or Plexiglas is required for all window openings. Factory or acceptable aftermarket zip-in type windows are permitted. All four-wheeled vehicles that do not come stock with windows and/or roof require a full roll cage built to NHRA specifications.

TINTED WINDOWS...If deemed too dark for night racing, the tint material must be removed from both front side windows and rear glass, or replaced with acceptable shade of tint. For vehicles that run **11.49 or quicker**, dark window tinting is not permitted (under the approval of a Tech Official, a very light shade may be approved).

RE-RUNS...If a re-run is ordered, lane switching (by the coin flip winner) and changing of dial-ins is permitted. ET slips will not be handed out for the pair being called back for a re-run.

EXCESSIVE BRAKING TO AVOID A “BREAK OUT” IS DANGEROUS...Using your brakes excessively to prevent running under your dial-in in eliminations (causing smoke or unsafe conditions) is grounds for immediate disqualification.

TIRE SMOKE CAUSED BY TIRE RUB...If a vehicle causes excessive smoke from tire rub (due to clearance, new set of tires, etc.) during time trials and/or eliminations, a warning will be issued to the driver to fix the situation. If after the second run the tire smoke is substantially less and the race team is on its way to correcting the situation, they will be allowed to continue attempting to fix the tire rub and stay in time trials/eliminations. Should the smoke/rubbing continue to the same degree or volume, the race vehicle will be parked for the balance of the racing day/night.

RACER QUESTIONS/INQUIRES...Any questions, inquires or concerns should be directed to an Official at Pit Control (see map). If

a dispute arises, discussion will be between racer(s) and Official, not the crew and/or family. Abuse of this rule is grounds for disqualification. Furthermore, every effort has been made by Firebird to promote fair and honest racing for all participants with the best timing equipment available in the industry. In the unlikely event of an electronic or equipment malfunction, the Event Director may decide the outcome of the race. The Event Director's decision is final. Your entry in competition is acknowledgment that the participant accepts this ruling without recourse.

CO-PASSENGERS...Vehicles running 14.00 and slower are permitted one passenger **during time trials only**, with similar safety equipment to the driver-*No exceptions to this rule*. The minimum age to ride along as a passenger is 16 years of age and older.

WINNERS/PAYOUT...Should you be fortunate enough to win or finish in the money of a category (or trophy), please go to the Sport Shop (see map). Your winnings will be available at the race's conclusion in the Sport Shop, along with awards and the Winner's Circle presentation. Following the conclusion of the event, **gates will be LOCKED one hour after the completion of the final round.** This should provide ample time to get winnings from Sport Shop, load trailer, and depart facility. *Thank you.*

BENIFITS OF NHRA MEMBERSHIP... Benefits include excess medical insurance, subscription to the 48-issue National Dragster weekly newspaper, NHRA Patch/Decal, NHRA Pin, and NHRA Rule Book. Additionally, you can earn the chance to score major cash and product awards from participating NHRA Sponsors in the "BE A WINNER—BE A MEMBER" Program should you win a Firebird event. To join, either stop in at the Sport Shop or write the NHRA directly at: P.O. Box 5555, Glendora, CA, 91740.

FIREBIRD COMPETITION LICENSE...By purchasing your Gold Cup registration and/or Firebird permanent number and/or NHRA permanent number establishes your competition privileges and license to race at Firebird.

9.99 OR QUICKER NHRA LICENSING PROCEDURES...For drivers who would like to compete at an ET of 9.99 or quicker, an NHRA License is required. The procedure each applicant must follow is outlined on the NHRA Licensing Registration and Application for Driver's Medical Certificate. These forms can be obtained through the NHRA website at www.nhra.com, or by calling the Northwest Division

Offices at: 253 446-6594, or from a Firebird Track Official. Applicants will be required to have medical form (physical) completed in full prior to first licensing run. Licensed drivers that you select to observe/approve your runs will need to be noted prior to making runs. Each test session must be specifically followed and signed off per the license regulations, which are outlined on the reverse-side of the form. No deviations to this policy will be permitted. Additionally, very limited licensing will be permitted at Firebird Major Events due to time constraints. Please see the Track Schedule or contact Firebird directly to see if licensing will be permitted at certain events (licensing available at test days and selected Gold Cup races)...all other events: licensing is very limited due to time limitations.

11.49 OR QUICKER WITHOUT BAR, BELTS, ETC...Should you run quicker than 11.49 without the appropriate safety items necessary to comply with the NHRA Rule Book (roll bar, belts, etc.), your first offense will be an automatic warning letter. Should it occur a second time, your competition privileges will be suspended. Following your second infraction, your vehicle will be required to meet all necessary safety items at the next event you run. In the case where a vehicle runs significantly quicker than 11.49 (i.e.-11.39 or even quicker) without the necessary safety equipment, the vehicle will be parked for the event (no second chance to slow it down) until you fully comply with NHRA rules.

9.99 OR QUICKER WITHOUT AN NHRA COMPETITION LICENSE...Should you run 9.99 or quicker without an NHRA Competition License, your first offense will be an automatic warning letter that, should it occur a second time, your competition privileges will be suspended until you have completed the NHRA licensing program.

THOTTLE STOPS...The use of throttle controls/stops by Super Pro cars is permitted for starting line use as a RPM control device, but we strongly discourage the use of this means as a way to excessively reduce your ET down-track in bracket racing. If deemed necessary, down-track throttle controls are permitted in class legal SC9.20, SG10.20 & SST11.20 cars.

DATA RECORDERS (ET Classes)...The 2009 NHRA Rulebook indicates the use of data recorders (except for play back type tachometers) are prohibited in all ET Brackets with the exception of Super Pro.

FIREBIRD UTILIZES COMPULINK AUTOSTART SYSTEM

Firebird operates under the Compulink StarTrak AUTOSTART system. Please familiarize yourself with the following procedures, which have been refined and perfected at a multitude of top-rated facilities over the past several years. Here's how it works:

Initially, both drivers courtesy stage (both racers pre-stage first, prior to lighting the second bulb/main staging light), which is a Firebird rule in Gold Cup type racing. When the first driver has fully staged (second light on) and the second driver is pre-staged, the second driver has 10 seconds to fully stage. If you wait greater than 10 seconds to final stage, the Christmas tree will automatically turn the redlight on. In another situation, if a driver is ready to stage or has already pre-staged and the second driver is having problems (i.e. no reverse, car shutting off, or carburetor fire, etc.), the second driver has 20 seconds to stage. Pushbacks and assistance from crew are permitted if done in 20 seconds, or the first driver will be motioned to final-stage and receive a solo run.

If you choose to deep stage you do so at your own risk. Be aware that the Autostart system automatically fires the Christmas Tree once both vehicles have made the move to final stage (turn the second stage light on). Deep staging is not guaranteed, so plan your staging procedure accordingly. **NO RERUNS IF YOU ARE NOT READY WHEN THE CHRISTMAS TREE COUNTS DOWN** - even if both drivers agree.

Once both cars are staged (and the starter has pre-activated the switch), the computer automatically activates the tree within a prescribed time frame each and every time a pair of vehicles anticipate the start of the tree sequence. The benefit is that the sequence of the tree is controlled by the computer, creating a specific time-frame each and every time you prepare for the Christmas Tree to start its count down after staging.

A REMINDER TO ALL RACERS! Once you have staged your car or motorcycle, that is your signal to Track Officials that you find all conditions acceptable and you are ready to race. If there is a problem, **DO NOT STAGE** and explain your problem to a starting line Official. If you stage, you have agreed to the race and there will be no rerun - even if both drivers agree. As a further reminder, remember that staging must be done in a forward motion only. It's your responsibility as a racer to stage in a timely manner. No delaying or trying to confuse your opponent is permitted. If you roll through the beams in eliminations and turn both lights out, you lose, so be careful with your staging process.

BOISE MUFFLER/AUTO BODY PAINT & SUPPLY GOLD CUP ELIMINATORS

KIDD PERFORMANCE & DYNO SUPER PRO ELIMINATOR...For all vehicles running 7.00-12.99, optional staging-full tree (.5 tenths-electronics permitted). Dial-in's (*as outlined above*) are required to fall within these ET breaks. Firebird will run eliminations utilizing the Compulink Crosstalk program. Both top lights will fire at the same time in eliminations, which will allow the faster car to cross-over on their side of the Christmas tree, since a shield is in place from the top bulbs down. As the quicker car, if you do not wish to crossover, place an "N" after your dial (i.e. - 8.25N for the faster car) and the Christmas tree will countdown in standard sequence.

PERFORMANCE SOLUTIONS PRO ELIMINATOR...For all vehicles running 7.00-13.99, optional staging-full Christmas tree (.5 tenths-electronics not permitted). Dial-in's (*as outlined above*) are required to fall within these ET breaks.

UNITED OIL SPORTSMAN ELIMINATOR...For all vehicles running 13.00-slower, optional staging-full tree (.5 tenths-electronics not permitted). Dial-in's (*as outlined above*) are required to fall within these ET breaks. Per Division 6 policy, starting line two-steps are not permitted in the Sportsman class.

WOODY'S SNOW/BIKE ELIMINATOR...*listed under its own section further into the Handbook.*

SILVER, BRONZE & COPPER CUP CLUB ELIMINATORS

SILVER CUP – LARGER-SIZED CLUBS...Open to any participating club with the potential of competing with 13 to a maximum of 32 entrants at any given Club Challenge event. Should your club have a significant number of interested racers (i.e. greater than 33 racers), we encourage you to start a second club with a different name. The overall team championship will be decided at the sixth event, Sept. 11th, while the Club Grand Championship will take place during the Halloween Classic (explained below). Silver Cup teams will compete for the top 16 individual qualifiers—SWEET SIXTEEN in the Quality Trailer Stakes Classic Run-off.

BRONZE CUP – MEDIUM-SIZED CLUBS...Open to any participating club with 7 to 12 entrants (*all total, you can have more than twelve*

different racers during the 6-race series, but a maximum of 12 or fewer racers per race). The overall team championship will be decided at the sixth event, Sept. 11th, while the Club Grand Championship will take place during the Halloween Classic (explained below). Note to team captains: if your club attracts 13 or more entrants at any of the events, you will automatically be upgraded to the next level. Bronze Cup teams will compete for the top twelve individual qualifiers—DIRTY DOZEN in the Quality Trailer Stakes Classic Run-off.

COPPER CUP – SMALLER-SIZED CLUBS...Open to any participating club with the potential of competing at each event with 6 or fewer entrants (*all total you can have more than six different racers during the 6-race series, but a maximum of 6 or fewer per race*). The overall team championship will be decided at the sixth event, Sept. 11th, while the Club Grand Championship will take place during the Halloween Classic (explained below). Note to team captains: if your club attracts 7 or more entrants at any of the events, you will automatically be upgraded to the next level. Copper Cup teams will compete for the top twelve individual qualifiers—DIRTY DOZEN in the Quality Trailer Stakes Classic Run-off.

TEST `N TUNE RUNS...Due to the size of the Club Series events, **no test `n tune/ practice/licensing runs** for non-club competitors will be made available at these races. If you plan to join us at any of the Club stops, you'd better be prepared to race on a team (or start a new one). This policy will be strictly enforced.

PUNCH CARDS...are issued at each of the Club Challenge events. It's our goal to try to get everyone two runs, but acts of Mother Nature can preclude this from happening. Due to circumstances beyond our control, we may on occasion start eliminations prior to everyone getting a chance to make a time run or two. Your understanding is appreciated.

CATEGORIES EARNING TEAM POINTS...Five divisions will be open for club points, which includes: Club #1-Slicks (10.00 & Slower, no electronic's) Club #2-Street Tires (10.00 - 12.99), Club #3-Street Tires 13.00 & Slower (for the experienced and/or Gold Cup racer), Club #4-Street Tires 13.00-15.69 (novice racer), Club #5-Street Tires 15.70 & Slower (novice racer). Note: Club #4 and/or #5 novice racer automatically moves up to Club #2 or #3 following two eliminator wins at any event. No electronics (i.e. delay box, automatic air shifter, etc.) are permitted within the Club Series.

CLUB PARTICIPANT CHAMPIONSHIP...Each individual will compete for points within your own club, with a grand championship to be decided at the Halloween Classic in mid-October. There will be a 1st, 2nd, 3rd, etc. individual ranking for each driver who competes in the Slick's (No Electronics), Street Tires (#2, #3), and Street Tires #4 & #5 (Novice) divisions on an individual club basis throughout the season. A run-off will take place during the Classic in both the "SWEET SIXTEEN" (Silver level) or "DIRTY DOZEN" (Bronze and Copper level). The champion of each team will then return for the final run-off, where a Club Grand Champion will be crowned out of each team's Classic Runoff winner. The individual point's chase will be open to each of these three categories throughout the first six events. Due to the remote possibility of inclement weather, we will enact what's known as the Random Tech Card Draw if necessary. Following the "Draw", the final round of the Quality Trailer Stakes runoff will be run on the track (if weather permits). A time run will not be guaranteed prior to runoff.

RUNOFF AT CLASSIC...The **MINIMUM** number of racers for any individual club at the Classic is **FIVE (5)**. It is the responsibility of your club captain or representative to field a team of 5 or more at Classic. A Combo Club division will be offered for clubs fielding 4 or fewer racers. The Combo Club class will be eligible to compete in the runoff providing the field includes greater than 5 racers. Only qualified racers may run for your club in the Runoff. Please be aware that the entry fee (and crew pass) for the Classic is higher than a standard Club race. With your entry, you are eligible to run both the Quality Trailer Stakes Runoff and the Classic on Saturday/Sunday in the category you have signed-up for.

JOINING A CLUB...Once you join and register for a club, you are required to stay with your original club for the balance of the series. Remember, with this format (outlined above), you'll be accruing points individually within each of your teams throughout the first six races, so there won't be a reason to go elsewhere to compete. **Good luck to everyone** - hope you not only succeed in the club series, but also as a driver, in your own individual points chase.

LET'S REMEMBER, THE CLUB SERIES WAS ORIGINALLY DESIGNED AND WILL CONTINUE TO BE FUN FOR EVERYONE...As we've said all along, it's **YOUR** "end-of-week, after-work" outlet to go fast for 1320 feet. We invite everyone from the grandparents to the little ones to come enjoy all the fun on Friday

nights. The club points series and format has been created to maintain the team spirit amongst your clubs, and also create an incentive for you to qualify as one of the BEST TEAM PLAYERS for your club and try and earn a spot in the Classic Runoffs in October. Do your club a favor—enjoy the goodtimes and friendships at each of the Friday night races, and (to reuse a phrase that you've heard from us before) it should be TONS of FUN in the SUN this SUMMER.

**HIGH SCHOOL/ALUMNI, SPORT COMPACT, STREET BIKE
POINT'S SERIES, PLUS OUTLAW STREET & STREET TRUCK
TRACK CHAMPIONSHIPS**

2009 STREET LEGAL TRACK CHAMPIONSHIPS...A multitude of eliminators will be offered for Firebird Track Titles this season. The classes include: the **Lyle Pearson Acura SPORT COMPACT Series** - open to any four-wheeled Sport Compact (Honda, Toyota, Neon, Nissan, Mitsubishi, Hyundai, etc.); **HIGH SCHOOL, ALUMNI & Carl's Cycle Sales/STREET BIKE; Moffitt & Bratton OUTLAW STREET** (open to any muffled street machine on street tires, handicapped with dial-in's off the full tree); and **Wayne's Transmissions STREET TRUCK** (open to any muffled street truck on street tires, handicapped with dial-in's off the full tree). The Street Legal classes will kick off the season on April 18th & 19th and wrap up the season on Sept. 19th (Outlaw Street and Street Truck) and September 20th (Street Bike).

SPORT COMPACT...We will offer one Sport Compact class, which will qualify and race off a ladder pitting the fastest rides at top of ladder and graduating by e.t. to the bottom of ladder. The top two ranked point finishers after the Aug. 28th race will earn a berth to race at the Summit E.T. Finals at Woodburn on Sept. 4th-6th.

STREET LEGAL 100+ MPH CLUB DECALS...The highly sought after 100 MPH CLUB DECALS return for all street machines, sport compacts and motorcycles. Decals will be available for 100 MPH, 110 MPH, 120 MPH, 130 MPH, 140 MPH, 150 MPH, 160 MPH and 170 MPH. Your entry must be tech inspected before you make a run. License plates, mufflers, and DOT-type street tires are required. Once you've been inspected and approved, it's your turn to try and take a shot at the highly coveted stickers. Following your run, come back to the inspection area directly after making your 100+ MPH blast. A Tech Official will sign your time slip. You can then take your slip to the Sport Shop where you'll be awarded a pair of decals. After you sign the 100 MPH website log sheet, your name and speed will be listed on the Firebird website at: www.firebirdonline.com.

HIGH SCHOOL AND ALUMNI ELIMINATORS

HIGH SCHOOL TEAMS...TEAM competition will take place at the Spring and Fall Championships, plus the five (5) High School events during the season. Season-end endowments will be awarded at the Banquet on behalf of the United Dairymen and U.S. Army.

HIGH SCHOOL-INDIVIDUAL...All students can only race for the school they attend. A high school activity card will be randomly requested to verify the school you go to. Each participant in the High School Series will have an opportunity to earn points at each of the six dedicated events for high school competition. The top two finishers after the August 28th event will qualify for the Summit E.T. High School finals to be held at Woodburn Dragstrip on Sept. 5-6. The overall season individual champion will be crowned following the final High School race on September 13th. Electronics will not be permitted in the High School divisions. High School racers will be eligible to race at a dial-in of 11.00 ET and slower. Motorcycle riders may compete in one Trophy Street Bike class open to any Alumni and High School competitor at the Spring and Fall races. All other High School/Alumni events, riders can compete in the Street Bike eliminator.

ALUMNI-INDIVIDUAL...Six races will be offered for all Alumni competitors. Each race is noted in the Firebird Track Schedule, which will offer Alumni eliminators and points. Electronics will not be permitted in the Alumni class. Alumni racers will be eligible to race at a dial-in of 10.00 ET and up. Motorcycle riders may compete in one Trophy Street Bike class open to any Alumni and High School competitor at the Spring and Fall races. All other High School/Alumni events, riders can compete in the Street Bike eliminator.

STREET BIKE presented by Carl's Cycles Sales...Starting April 18 & 19, and continuing on May 15, June 26, July 31, Aug. 28 and Sept. 20 when the track points championship will be contested for all street legal bikes (without wheelie bars). The Street Bike (Bike & Sled Drags) race on Aug. 1 will also offer points for everyone participating at this event.

OUTLAW STREET presented by Moffitt & Bratton... Starting April 18 & 19, and continuing on May 15, June 26, July 31, Aug. 28 and Sept. 19 when the track points championship will be contested for all

Outlaw Street competitors. Premium points (31 total pts., no round pts.) will be awarded to all Outlaw Street entrants on the June 27th specialty event.

STREET TRUCK presented by Wayne's Transmissions... Starting April 18 & 19, and continuing on May 15, June 26, July 31, Aug. 28 and Sept. 19 when the track points championship will be contested for all Street Truck competitors. Premium points (31 total pts., no round pts.) will be awarded to all Street Truck entrants on the June 27th specialty event.

NOSTALGIA ELIMINATOR presented by Capitol City Transmission... Nostalgia eliminator will be run April 18 & 19, Oldies Drags on Sun., June 7 (31 total pts., no round pts.), Fox Hunt-June 19 & 20, August 1 and the championships on Sept. 19. This class is open to cars and trucks 1972 and older and the competition will be run on a full .5-tenths tree with no electronics permitted. A special SUPERSIZED trophy will be on the line, along with an embroidered Nostalgia Eliminator Champion Jacket. A track championship will be awarded to the overall point's leader at the end of the 2009 Season.

MEADOW GOLD JUNIOR ELIMINATORS

MEADOW GOLD JUNIOR DRAGSTER CHAMPIONSHIPS

Firebird will offer two categories and a pair of Junior point's titles this season. We will be offering the **Junior Lightning** class for dragsters 11.99 or quicker, and a **Junior Thunder** class for dragsters 11.00 and slower. Trophies will be awarded for first and second in each class at all the Junior events. Note: All Junior Teams must attach Dial-In Boards to the car, so that it is clearly visible to the Tower.

ELAPSED TIME PARAMETERS

Ages 8 and 9 (Minor 12.90-Up)*; dial-in restricted to 12.90 or slower at any event. A birth certificate is required for a 'first year' 8 year old competitor unless participant has, in hand, a valid NHRA Jr. Drag Racing League participant card and Jr. Drag Racing League membership card. Any racer running quicker than a 12.70 ET at any time during an event will receive one warning. If the same racer runs quicker than a 12.70 ET again at the same event, car and driver will be disqualified for the remainder of the event. Any racer running quicker than a 12.50 ET at any time during an event regardless of car (whether in competition or testing) will be immediately disqualified for the remainder of the event. So be extra careful in experimenting with new engine/equipment at any event. The above penalties will be

imposed regardless of whether the infraction(s) occur during time trials or eliminations.

Ages 10 to 12 (Major 8.90-Up)*; dial-in restricted to 8.90 or slower at any event. Any 10- to 12-year old racer running quicker than an 8.70 ET at any time during an event will receive one warning. If the same racer runs quicker than an 8.70 ET again at the same event, car and driver will be disqualified for the remainder of the event. Any racer running quicker than an 8.50 ET at any time during an event will be immediately disqualified for the remainder of the event. The above penalties will be imposed regardless of whether the infraction(s) occur during time trials or eliminations.

***Upon request, any new Junior racer who has never competed before will receive a driver orientation of the starting line, finish line, and shutdown area to better acclimate the new driver to the eighth-mile racing distance.**

Age 13 to 17 (Advanced 7.90-Up); dial-in restricted to 7.90 or slower at any event. Breakout rules apply. Any racer running quicker than 7.70 ET or faster than 85 MPH at any time during an event will be disqualified from the event. To race at the advanced level (down to 7.90 ET), Firebird requires minimum of one full year of Junior driving experience. If a driver has no previous experience in Jr. Drag Racing, the driver must successfully demonstrate driving proficiency (singles).

Flags are mandatory on all Junior Dragsters when ever they are being towed or moved. Flags may be removed in your pit area and at the head of the staging lanes near the starting line. They must be replaced in the recovery area as you arrive to retrieve your Junior entry.

JUNIOR DRAGSTER “CODE OF CONDUCT”

In an effort to maintain our Racer’s Code of Conduct and provide equality and consistency amongst all Jr. Dragster participants and teams, the following staging policy will be in effect at Firebird.

Only one parent or crewmember can assist with the entry once the vehicle has left the head of the staging area and proceeded into the burnout area. Other parent(s) or crewmembers must stay behind the guardwall in the staging lanes, since Junior racers are driving around the staging lanes to approach the start line. It is your responsibility to keep this area clear for safety reasons. Remember to keep your eyes/vision on the car in front of you, and those cars coming up

behind you. If you are caught just looking down the track and not paying attention to what is coming up behind you, we may penalize your Junior entry with the loss of a time run. In addition, crew members are not allowed to put their feet, legs, hands, etc. near the front/rear wheels of a Junior entry as it slows down from a burnout or as it is approaching the starting line. Take note: **Safety—first and foremost in and around the starting line.**

A Parent or crewmember may assist with the staging process until the car is ready to pre-stage, at which time the parent or crewmember must reposition themselves off the pads and behind an imaginary line extending across the track directly behind the rear wheels of the Jr. Dragster.

Following a run, Junior drivers may advance their vehicles to the dedicated stopping area, but no further, in Firebird's pit area. This will provide more area to further help parents/crewmembers retrieve vehicles in quicker and faster manner. When the Juniors are finishing their runs and parking in front of the ET booth, we ask that all race cars and transportation utilize other roadways within the pits until this area clears. *Thank you.*

JUNIOR “ACCIDENTAL” DEEP STAGING POLICY

During time trials/qualifying, if a racer accidentally deep stages a parent/crewperson (with approval from the starter) may pull the car back into the stage beam one time. The parent/crewperson must perform this action in a quick manner so as not to delay the staging process nor cause confusion to their opponent.

During eliminations, if an accidental deep stage occurs the parent/crewperson is not allowed to approach nor reposition the vehicle. The vehicle must accept their current position on the launch pads and the driver keep focused on the tree and be prepared to race. Always remember Firebird's “Code of Conduct”, which emphasizes several positive points to keep in mind when participating at our events. Our “top ten” items include: 1. Encouraging all youth to participate in sports, but avoid putting pressure on them. 2. Keep winning in perspective, but also help others do the same. 3. Make only positive, encouraging comments to all participants and Officials. 4. Applaud good races and good effort by your own team as well as those of your peers and opponents. 5. Control your emotions. 6. Remember, making mistakes are part of the learning process. Criticism may be counterproductive. 7. Focus on the fun and participation versus just winning and losing. 8. Encourage all participants to play by the rules. 9. Develop good sportsmanship and a desire to

strive for success (i.e.-improving skills, reaching new heights, etc.). 10. Thank participants, Officials, family members, sponsors, and others who help with the events.

“Parental Unsportsmanlike Conduct” - Any parent or crewmember who behaves in an unsportsmanlike manner, including aggressive or abrasive debating, excessive arguing, speeding through the staging lanes or pit area, etc., will receive an unsportsmanlike conduct penalty. This may result in the loss of a time run or further action if deemed necessary, whether it occurs during qualifying or eliminations. Repeat offenders risk suspension, loss of points, racing privileges, and may include other penalties imposed by the NHRA Jr. Drag Racing League. Additionally, remember that this is a learning experience, filled with a number of different elements ranging from mathematics to science, so learn to apply those educational topics into your Junior racing program each season. The bottom-line is: lets have fun in our Junior Drag Racing League at Firebird.

Parents – After your Junior racer has completed running and you are leaving the starting line to head to the Junior recovery area, please **DO NOT RUSH!** The speed limit in the staging lane is 5 MPH and 10 MPH on all other roads. *Thank you.*

WOODY’S OUTDOOR POWER SNOW/BIKE ELIMINATOR

WOODY’S SNOW/BIKE SERIES... Open to all bikes and snow machines running 7.50-14.99, optional staging-split tree (.5 Full//.4 Pro-electronics not permitted). The Pro Snow/Bike class will run off the full tree at Firebird. The Snow/Bike Points Series will be contested at the specified Gold Cup race dates (note: Summer Motorcycle and Sled Drags on Aug. 1 will offer points per round won). Note: all regular Snow/Bike racers will be required to maintain a legible Dial-In/Number board or plate throughout season.

THREE AND FOUR-WHEEL OFF-ROAD VEHICLES... Firebird does not permit either 3- or 4-wheelers to drag race in competition.

ADDITIONAL RACING CATEGORIES

TROPHY ELIMINATOR...Open to all vehicles running 11.00-slower (Slicks or Street Tires permitted) off the full .5 tenths Christmas tree. Electronics are not permitted in this class. Win your first round of competition and take home an award. Plus an award is on the line for the overall winner of the class.

SPECIALTY ELIMINATOR(S)...At selected events during the season, a variety of classes will be run based on ET or year at the Chevy, Motorcycle, Mopar, Truck, Oldies, Ford (etc.) races. All specialty categories will be based on a full .5 tenths Christmas tree (*with no electronics permitted in these classes*). Additionally, you may only run one class with one vehicle entry.

“NIGHT FEVER” STREET LEGAL EVENTS

GRUDGE RACING...We are excited to offer “grudge” racing at our Larry Miller Subaru-Mitsubishi Night Fever Street Legal events. Unlimited grudge racing will be the centerpiece of activity on three Saturdays during the summer, which will take place from 6 p.m. till 10 p.m. We’ve aligned our new program with the National Hot Rod Association and their Street Legal motto: “Race the Strip. Not the Street.”

Each night will be open to street legal and muffled cars and bikes, along with qualifying heats for the coveted 100 MPH club. The grudge races will offer non-stop heads-up action on selected Saturdays starting in May and ending in September.

Please Note: the race in May will go from 5 p.m. to 9 p.m., while the other races run 6 p.m. to 10 p.m.

CATEGORIES FOR THE QUALAFAB PERFORMANCE FABRICATION STREET MACHINE SHOOTOUT

THE STREET MACHINE SHOOTOUT PRESENTED BY QUALAFAB RETURNS JUNE 27TH. TO RUN ONE OF THE STREET MACHINE CLASSES, YOU’LL BE REQUIRED TO HAVE STREET-TYPE TIRES (SLICKS NOT PERMITTED) AND MUFFLERS (REQUIRED- NO OPEN EXHAUST). THE CATEGORIES ARE AS FOLLOWS:

10.50 HEADS UP...The 10.50 index class will qualify 8 racers. This is a heads-up index class run off the .4-tenths pro Christmas tree. During eliminations, the first one to the finish line without breaking out takes the win. Qualifying will be based on cars running between 10.50 and 10.99 seconds. If you run quicker than 10.50, you will be placed on the bottom of the ladder based on how close you are to the index. By example, a 10.46 qualifier will be placed in the field in front of a car that runs 11.00 and slower during qualifying.

11.50 HEADS UP...The 11.50 index class will qualify 8 racers. This is a heads-up index class run off the .4-tenths pro Christmas tree. During eliminations, the first one to the finish line without breaking out takes the win. Qualifying will be based on cars running between 11.50 and 11.99 seconds. If you run quicker than 11.50, you will be placed on the bottom of the ladder based on how close you are to the index. By example, a 11.46 qualifier will be placed in the field in front of a car that runs 12.00 and slower during qualifying.

12.50 HEADS UP...The 12.50 index class will qualify 8 racers. This is a heads-up index class run off the .4-tenths pro Christmas tree. During eliminations, the first one to the finish line without breaking out takes the win. Qualifying will be based on cars running between 12.50 and 12.99 seconds. If you run quicker than 12.50, you will be placed on the bottom of the ladder based on how close you are to the index. By example, a 12.46 qualifier will be placed in the field in front of car that runs 13.00 and slower during qualifying.

13.50 HEADS UP... The 13.50 index class will qualify 8 racers. This is a heads-up index class run off the .4-tenths pro Christmas tree. During eliminations, the first one to the finish line without breaking out takes the win. Qualifying will be based on cars running between 13.50 and 13.99 seconds. If you run quicker than 13.50, you will be placed on the bottom of the ladder based on how close you are to the index. By example, a 13.46 qualifier will be placed in the field in front of car that runs 14.00 and slower during qualifying.

UNLIMITED STREET...The quickest 8 Street Qualifiers will compete with no index, no breakout, just pure brute horsepower on street-type tires –"Run What Ya Brung, As Long As You Brung A Ton", would best describe this class. Put on a blower, strap on a turbocharger, hook up the nitrous, or show your brute force by competing purely on the motor...it's your chance to stand above the rest for ultimate bragging rights.

QUICK 8 STREET BIKE...The quickest 8 Street Bike riders will compete in a class offering no index, no breakout, just maximum horsepower on a street-type tire. Presented by Carl's Cycles Sales, this new category will be for street bikes running no power enhancers (no nitrous, no blower or supercharger) in a true shootout for the quickest and fastest street bikes. Here's your chance to turn it loose—with all 8 qualifiers earning special edition t-shirts just for making the field.

ADDITIONAL RULES FOR THE CATEGORIES ABOVE... Please remember this series has been established for the street competitors. Decals are discouraged on the body work of an entry. Each car must have a license, registration, proof of insurance, functioning lights, approved safety (seat) belts, overflow radiator catch can, good brakes, and tires. You and your vehicle must meet all the required NHRA Safety Rules as it relates to the performance of your vehicle...i.e. 9.99 or quicker must have NHRA License, 10.99 or quicker, driver is required to have a current NHRA Membership, all safety/tech provisions, etc. Anyone who doesn't qualify for one of these Quick 8 categories may run in Trophy division (handicapped bracket) or purchase a tech card to run Pro at this event (no refunds on entrance fees). No electronic devices (i.e.-delay boxes, automatic shifters, etc.) are permitted in these classes.

AWARDS FOR THE STREET SHOOTOUT... We will be awarding the champions of each of the classes special Jackets and SUPERSIZED trophies. Best of all, every Quick 8 qualifier will also receive commemorative t-shirts for making the field. Lastly, **HAVE FUN!!!**

“SIX-PACK ATTACK!”

SUMMIT E.T. FINALS TEAM FIREBIRD QUALIFIERS

TEAM FIREBIRD... A total of 56 racers will qualify to compete for Team Firebird at the Summit E.T. Finals on Sept. 4-6 at Woodburn. Registered racers will earn points throughout the season, with the final qualifying stop set for August 16. At the conclusion of this event, qualifiers will be accepted to join our Team from each class as follows: **SUPER PRO-14, PRO-22, SNOW/BIKE-4, SPORTSMAN-8, HIGH SCHOOL-2, SPORT COMPACT-2, and JR. DRAGSTER-4.**

For those of you who may not have competed... before, the Summit E.T. Finals is one of the most prestigious NHRA sportsman events of the entire season. The race offers more than \$40,000 in prize money, along with contingencies, NHRA Gold Cards, and NHRA Wally trophies.

DIVISIONAL TOURNAMENT OF CHAMPIONS... The qualifiers for the Race of Champions (“a special race within a race” on Saturday) will be comprised of the top 4 finishers in SP, PRO, SNOW/BIKE and SM. This R.O.C. on Saturday pits the top finishing racers in the Northwest Division. Should a tie occur following the final event on August 16, the following tie-breaker method (if necessary) will decide

the finishing order. First tie-break: number of Gold Cup races you have competed in, second tie-break: most number of wins during season, Third tie-break: most number of runner-ups.

SUMMIT NATIONAL CHAMPIONSHIPS...Each champion during Saturday's Race of Champions will earn a spot in the Summit National Championships in Pomona, CA, in November. All winners (SP, PRO, SNOW/BIKE & SM) will earn \$3,500 for making the trip to the Finals at the L.A. Country Fairplex. All four racers will have an opportunity to run for \$5,000 to win in all four classes. One racer from each of the 7 NHRA Divisions (7 racers per class) will qualify for this season-closing race.

GOLD CUP POINTS RACE INFORMATION

POINTS...The Gold Cup Championship Series is offered at selected dates throughout the 2009 season. These events are set-up with 16 pts. for entering/qualifying and 10 pts. per round won. To calculate your points, should you win a 6 round event, you would give yourself 16 pts. to enter and 60 pts. (6 rounds), then add the two together for a race total of 76 points for that event.

To earn entry points at a Gold Cup event, the registered driver/rider must purchase an entry at the front gates, go through tech, have tech card processed, and subsequently follow around to the start-line with the intent to race on that day/weekend of Gold Cup competition. Should misfortune strike and you break, you will still receive your entry points. If you break prior to this, no points will be awarded. In addition, if you break as noted above and do not appear in the first round of eliminations (where round pts. are officially tabulated), you will need to secure a "Broken Points Card" from Pit Control, fill it out and turn it into a Firebird Tech Official, so that your entry points can be credited.

PREMIUM POINTS...Racers at the NAPA Ignitor in May will receive a fixed 31 premium points; at the Pepsi Nightfire in August racers will be awarded 31 pts. per day (4 total days); and racers at the Halloween Classic will earn a 31 prem. pts. for racing on Sat. (and continuing into Sun.). Each premium point's day will also count towards your Championship Attendance Points (explained below).

CHAMPIONSHIP ATTENDANCE POINTS...Based on the number of times you race at Firebird this season, you'll be rewarded with bonus

points applying to your registered category based on: 3 events - 25 pts., 6 events - 25 pts., 9 events - 25 pts., and 12 events - 25 pts. *I.e. If you attend 12 races, you will receive a 100 point bonus total.*

PAYOUT/POINTS TIEBREAKER SYSTEM...In odd-lot quarter and semi finishes, driver(s) closest to their dial-in (without breaking out) in the round previous earn next round money. In determining the driver receiving this odd-lot money, it is calculated by: over dial-in (1st), under dial-in (2nd), foul start (3rd), and cross centerline/hitting barrier (last). At the Ignitor and Halloween Classic, payout is made to each finalist/round finisher earned (not a round back). Points are based on the number of rounds won and not by this odd-lot calculation method.

LADDERS FOR ELIMINATIONS...Using the Compulink timing system, ladders will be established by a variety of options. Ladders may be created based on reaction time of winning racers or how close a racer runs to his or her dial-in. We'll mix it up throughout the season to add a little variety to our ladder system.

CLUB CHALLENGE POINTS CHAMPIONSHIP

POINTS...The Club Series will award 3 points for each competitor to a registered club, and each individual will receive their own 3 points. Every round win has a point value of 10, which will be scored for both the club (all five classes) and individual participant (the five categories outlined earlier). The one-time annual registration fee for each club is \$40.

HIGH SCHOOL POINTS CHAMPIONSHIP

POINTS...The High School program will be contested at six races. Individually, students receive 3 points to enter the event, and 10 points for every winning round. The exact same thing holds true for the overall school championship. To run the high school series, competitors are required to be enrolled and attending school (if a student drops out, high school racing privileges are revoked and individual points are deducted). Points are awarded to the school you attend. Additionally, Alumni competitors will garner points at all six races. The sixth and final race will take place on September 13.

MEADOW GOLD JUNIOR POINTS SERIES

POINTS...The Junior program is set up for kids 8 to 17 years of age/ The Junior Championship at Firebird will follow the same layout as our companion Gold Cup program. Regular events will offer 16 pts. to enter, 10 per round win. The only difference is in the bonus races, which will be set-up to reward participation in the following manner: 3 events - 25 pts., 6 events - 25 pts., and 9 events - 25 pts. Registered Juniors will also qualify to compete as a member of Team Firebird at Bandimere Speedway at the NHRA Western Conference Nationals. Qualifiers will be based on point accumulation. In addition, Juniors (the top two in each division) will earn a spot on the Firebird Team to compete at the Summit E.T. Finals on Sept. 5 at Woodburn. *Note: If you choose to race for a different team (than Team Firebird) at Bandimere Speedway, you will not be eligible to compete as one of the four who race for Team Firebird at the Summit E.T. Finals in Woodburn.* All Junior point's races are outlined in the Schedule.

CONDUCT AND SPORTSMANSHIP

Per NHRA and Firebird track policy (further described in Section 20 of the NHRA Rule Book under Conduct of Racing and subsequent policies), any conduct or behavior that is considered out-of-line by a participant, crewmember, owner, parent, brother/sister or the like will be grounds for immediate disqualification of the team and potential suspension from racing privileges at our raceway. The bottom-line is good sportsmanship in drag racing, be it an adult or a younger person, is strongly encouraged and adhered to at Firebird.

RULES REGARDING ELECTRONICS

SUPER PRO ELIMINATORS...This class is designated as "electronics permitted" ET handicap categories. For all the specifics regarding electronics in this eliminator, please refer to Section 4-General Regulations, Requirements and Specifications, and Electrical/Control 8:2 in the current NHRA Rule Book.

PRO, SPORTSMAN, SNOW/BIKE, TROPHY, TROPHY SNOW/BIKE, NOSTALGIA, HIGH SCHOOL, ALUMNI, SPORT COMPACT, AND CLUB CHALLENGE ELIMINATORS...These categories are designated as "electronics prohibited" ET handicap categories. The NHRA Rule Book, section 8:2 (which we strongly recommend reading) explains the rules we follow at Firebird. If at any

time following technical inspection (either pre-event, random spot check, etc.) your vehicle is found to be in non-compliance of these rules, it will be grounds for immediate disqualification. Ramifications include disqualification from event, loss of points for the season, and/or loss of competition privileges at Firebird for six months or greater from the time of infraction.

FIREBIRD REGISTRATION/COMPETITION NUMBER

REGISTERED DRIVER..By becoming a registered competitor at Firebird (fee: \$30), you will be eligible to earn points throughout the Gold Cup Series in Super Pro, Pro, Sportsman, Snow/Bike, and the two Junior Dragster categories. Additionally, your registration will allow you the opportunity to earn season-end money from Boise Muffler and Auto Body Paint & Supply (Woody's Outdoor Power in the Snow/Bike Series and Meadow Gold in the Junior Series) at the Award's Banquet. Awards will also go to the highest finishers in SP, PRO, SB, SM, JL, and JT. You will automatically receive a Firebird Permanent Number (if you don't already have an NHRA Number). You'll receive a registration card and decals, which are required to earn points.

If you qualify as one of the racers for the Team Finals, plus four Junior and two Sport Compact competitors who will represent Team Firebird this August, you'll receive one of the official Team Firebird shirts for the Summit race.

NAPA AUTO PARTS CUP/KING OF THE TRACK

Following the final Gold Cup point's race on Sept. 26th, we will offer the NAPA Cup runoff between the winners of SP, PRO, SM & SB. The overall champion will win the NHRA King of the Track Wally trophy and embroidered cap (cap will be awarded to each champion).

PHOTOGRAPHIC RIGHTS

PHOTOGRAPHIC RIGHTS...Firebird Raceway reserves all photographic and video graphic rights as a condition of your attendance and use of our Firebird racing facility. Without written consent and approval by raceway management, no taped video/audio may air or be sold from events/activities conducted at Firebird.

Race participants, racing crew(s), family of racing crew(s) and spectators may photograph or video tape on the Firebird grounds

only subject to the operator's right to demand possession of the photos, negatives or video tape for the purpose of securing copies of said materials. Said materials must be surrendered on demand.

Firebird reserves the right to copy said materials. Firebird will return all original material to the owner within 14 days. The owner of the material shall retain any copyright in the material subject to Firebird's right to use the materials for any non-commercial purpose. By entering the facility and/or purchasing a ticket to so enter, you expressly agree to these conditions.

SHOULD YOU NEED MEDICAL ASSISTANCE

During an event, should you have need for medical attention, locate a Firebird Official (green and white uniform) or Safety Team member to radio for assistance.

PLEASE PICK UP AROUND YOUR PIT AREA

Thank you for taking the time to pick up refuse/trash in the area around your pit space. Also please remember to remove any tires when you depart the facility. We do not have a way of disposing of slicks, tires, etc.

TRACK INFORMATION

Firebird Hotline: **(208) 938-8986**

Fax: (208) 938-8961

Website: **www.firebirdonline.com**

Contact us in writing at: P.O. Box 1398, Eagle, ID 83616.

Firebird is Located 5 Miles north of Highway 44 on Highway 16 approximately 10 minutes northwest of Eagle, Idaho.

ADMINISTRATIVE PROCEDURES

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 Firebird produce guidelines based on experience and circulate information to help perpetuate the sport. Close observation of the standards set forth in the NHRA Rulebook and Firebird Handbook is required for all participants, including owners, drivers, and crewmembers.

Participant Rainout Policy for Firebird: If rain or other occurrences halt racing after the first round of eliminations for your class, points will be awarded to that point in the race. Payout will be divided among the remaining racers, and no entry fee credit will be issued to the balance of

racers and crew members. The same holds true for all other points eliminators—whereby points will be awarded through the round completed.

VOLUNTARINESS; PARTICIPATION IS A PRIVILEGE, NOT A RIGHT; ALL PARTICIPANTS ARE BOUND BY THE NHRA RULEBOOK AND FIREBIRD HANDBOOK; PARTICIPANT CONDUCT; COVENANT NOT TO SUE

While the NHRA and Firebird Raceway welcome the participation of everyone, participation requires a promise and agreement by all participants to abide by all NHRA and Firebird rules, regulations and agreements, including, but not limited to, those in the NHRA Rulebook and Firebird Handbook. Without this promise and agreement, NHRA and our member track would not be able to function as a sport, and our continuing viability would be at risk. Participation in any and every aspect of NHRA and Firebird drag racing is a privilege, not a right.

PARTICIPANT CONDUCT

Participants are expected to conduct themselves in a professional and non-disruptive manner consistent with good sportsmanship. The NHRA and Firebird take great pride in offering family-orientated sporting events, suitable for everyone to attend and enjoy. Any participant who, in the sole and absolute judgment of NHRA and Firebird Raceway (1) verbally or physically threatens another person; (2) uses vulgar or derogatory language; (3) engages in unsportsmanlike conduct; (4) engages in conduct detrimental to the sport of racing; (5) otherwise creates a condition or circumstance that is unsafe, unfair, or out of order; or (6) otherwise violates any NHRA and Firebird Raceway rule, regulation or agreement, shall have violated this rule regarding participant conduct.

PARTICIPANT COVENANTS AND COVENANT NOT TO SUE

Each participant expressly agrees to abide by all the NHRA and Firebird Raceway rules, regulations and agreements, including but not limited to those contained in the NHRA Rulebook and Firebird Handbook, and by NHRA and Firebird Raceway decisions, whether or not related to an event. Notwithstanding any other provision of this Handbook/NHRA Rulebook, by participating in, and in consideration for being allowed to participate in NHRA and Firebird Raceway drag racing, and in consideration of receiving any of the numerous benefits available to participants, each participant understands, acknowledges and agrees that:

- 1) Participation in any and every aspect of NHRA and Firebird Raceway drag racing is a privilege, not a right.
- 2) The participant voluntarily chooses to participate in accordance with all NHRA and Firebird Raceway rules, regulations and agreements, including but not limited to those contained in the NHRA Rulebook and Firebird Raceway Handbook, and by NHRA and Firebird Raceway decisions, whether or not related to an event.
- 3) When any participant submits an entry for competition in an event, and the entry is accepted, the participant is obligated to compete in the event in good faith to the best of the participant's ability unless prevented from so doing by matters beyond the participant's control. Upon entering a Firebird Raceway event for the first time, a racer, crew, etc. should secure a current year Handbook that outlines the conditions set herein.
- 4) At any Firebird event, the participant is bound by and shall abide by the decisions of the Event Director, the Event Director's designee(s), and Officials, which are final unless expressly set forth to the contrary herein.
- 5) All decisions made by the NHRA and Firebird Raceway, including but not limited to those made during or incident to an event, are final and may not be appealed except as expressly subject to review herein, and such decisions may not be made the basis of a lawsuit. The participant further agrees to release and waive from liability and not to bring any action against NHRA and Firebird Raceway (owners), the Event Director, the Event Director's designee(s), any Official, event and track sponsors, for any loss, damage, or injury, including without limitation economic loss or damages, caused by any decision, erroneous or otherwise, including without limitation decisions based on malfunctioning electronic or mechanical equipment, and all whether due to negligence or otherwise.
- 6) NHRA and Firebird Raceway, employees, agents or representatives have no liability to the participant, participant's personal representatives, assigns, heirs, and next of kin for any and all loss or damage and any and all claims or demands of any nature whatsoever including without limitation loss or damage to any property of the participant or property of others entrusted to the participant, whether caused by the negligence of any Release or otherwise.
- 7) The participant will not initiate or maintain, directly or indirectly, in any kind of civil court lawsuit related to any NHRA and Firebird

Raceway rule, regulation, agreement or decision, which lawsuit NHRA and Firebird Raceway determines to be conduct detrimental to NHRA and Firebird Raceway or the entire sport of drag racing; included, but are not limited to: the threat posed to maintaining the ability to conduct events and racing activities; the threat posed to the continued viability of the sport of drag racing; disruption to the orderly conduct of the sport of drag racing; damage to NHRA and Firebird Raceway's business and reputation; loss of sponsorship opportunities; disruptions in sponsor relationships; damage to goodwill with vendors, sponsors, customers and members; damage to racing competition; adverse effects upon the insurability of the sport of drag racing, and other damage to NHRA and Firebird Raceway or the sport of drag racing.

- 8) In order to preserve the sport of drag racing, and to preserve NHRA and Firebird Raceway's ability to function and exist as a sanctioning body and drag racing facility, NHRA and Firebird Raceway must and does rely on the foregoing covenant not to sue.
- 9) NHRA and Firebird Raceway would be severely damaged by breach of the covenant not to sue set forth herein.
- 10) Taking into account the many circumstances affecting the sport of drag racing, and factors that cannot be foreseen and accurately predicted by the NHRA and Firebird Raceway and each participant, actual damages to NHRA and Firebird Raceway resulting from breach of the covenant not to sue would be impracticable and extremely difficult to determine.
- 11) In the event of any breach of this covenant outlined above not to sue; unless the participant prevails in the participant's lawsuit, the participant:
 - a) May be subject to permanent or temporary suspension or exclusion from all NHRA and Firebird Raceway events; and
 - b) Must pay all of NHRA and Firebird Raceway's attorneys' fees and costs related to the lawsuit, including but not limited to fees and costs for in-house counsel (payment must be made before participation, if eligible, in any NHRA and Firebird Raceway event); and
 - c) Must pay any fine assessed by NHRA and Firebird Raceway, up to \$250,000 (payment must be made before participation, if eligible, in any NHRA and Firebird Raceway event).

RULE BOOK DISCLAIMER

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events. And by participating in these events, all participants are deemed to have complied with these rules. **NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS.** They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, crew member, spectator or official.

The Race Master shall be empowered to permit minor deviation from any of the specifications herein or impose any further restrictions. **NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS.** Any interpretation or deviation of these rules is left to the discretion of the Officials. Their decision is final. Furthermore, the sale of competing lines of food, beverage, wearables and/or die-cast collectibles are strictly prohibited and may not be placed "for sale or trade in a commercial fashion" at Firebird Raceway. No solicitation, whether business or personal of items "for sale" or "distribution" at Firebird unless you have authorized permission prior to an event from the management of the Raceway and a current Idaho Sales Tax Form is 124 turned in.

In addition, Firebird reserves the right to refuse service to anyone.

The management of **FIREBIRD RACEWAY**

The following is a reduced copy of the Agreement, which requires your signature each time you race or enter the restricted areas at Firebird Raceway. Please take the time to read it. If you would like a full-sized copy, please contact the Firebird Raceway track office or credential's gate.

**RELEASE AND WAIVER OF LIABILITY,
ASSUMPTION OF RISK AND INDEMNITY AGREEMENT**

DESCRIPTION AND LOCATION OF SCHEDULED EVENT(S)

DATE RELEASE SIGNED

IN CONSIDERATION of being permitted to compete, officiate, observe, work for, or participate in any way in the EVENT(S) or being permitted to enter for any purpose any RESTRICTED AREA (defined as any area requiring special authorization, credentials, or permission to enter or any area to which admission by the general public is restricted or prohibited), EACH OF THE UNDERSIGNED, for himself, his personal representatives, heirs, and next of kin:

1. Acknowledges, agrees, and represents that he have or will immediately upon entering any of such RESTRICTED AREAS, and will continuously thereafter, inspect the RESTRICTED AREAS which he enters, and he further agrees and warrants that, if at any time, he is in or about RESTRICTED AREAS and he feels anything to be unsafe, he will immediately advise the officials of such and if necessary will leave the RESTRICTED AREAS and/or refuse to participate further in the EVENT(S).
2. HEREBY RELEASES, WAIVES, DISCHARGES AND COVENANTS NOT TO SUE the promoters, participants, racing associations, sanctioning organizations or any subdivision thereof, track operators, track owners, officials, car owners, drivers, pit crews, rescue personnel, any persons in any RESTRICTED AREA, promoters, sponsors, advertisers, owners and lessees of premises used to conduct the EVENT(S), premises and event inspectors, surveyors, underwriters, consultants and others who give recommendations, directions, or instructions or engage in risk evaluation or loss control activities regarding the premises or EVENT(S) and each of them, their directors, officers, agents and employees, all for the purposes herein referred to as "Releasees," FROM ALL LIABILITY TO THE UNDERSIGNED, his personal representatives, assigns, heirs, and next of kin FOR ANY AND ALL LOSS OR DAMAGE, AND ANY CLAIM OR DEMANDS THEREFOR ON ACCOUNT OF INJURY TO THE PERSON OR PROPERTY OR RESULTING IN DEATH OF THE UNDERSIGNED ARISING OUT OF OR RELATED TO THE EVENT(S), WHETHER CAUSED BY THE NEGLIGENCE OF THE RELEASEES OR OTHERWISE.
3. HEREBY AGREES TO INDEMNIFY AND SAVE AND HOLD HARMLESS the Releasees and each of them FROM ANY LOSS, LIABILITY, DAMAGE, OR COST they may incur arising out of or related to the EVENT(S) WHETHER CAUSED BY THE NEGLIGENCE OF THE RELEASEES OR OTHERWISE.
4. HEREBY ASSUMES FULL RESPONSIBILITY FOR ANY RISK OF BODILY INJURY, DEATH OR PROPERTY DAMAGE arising out of or related to the EVENT(S) whether caused by the NEGLIGENCE OF RELEASEES or otherwise.
5. HEREBY acknowledges that THE ACTIVITIES OF THE EVENT(S) ARE VERY DANGEROUS and involve the risk of serious injury and/or death and/or property damage. Each of THE UNDERSIGNED, also expressly acknowledges that INJURIES RECEIVED MAY BE COMPOUNDED OR INCREASED BY NEGLIGENT RESCUE OPERATIONS OR PROCEDURES OF THE RELEASEES.
6. HEREBY agrees that this Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement extends to all acts of negligence by the Releasees, INCLUDING NEGLIGENT RESCUE OPERATIONS and is intended to be as broad and inclusive as is permitted by the laws of the Province or State in which the Event(s) is/are conducted and that if any portion thereof is held invalid, it is agreed that the balance shall, notwithstanding, continue in full legal force and effect.

I HAVE READ THIS RELEASE AND WAIVER OF LIABILITY, ASSUMPTION OF RISK AND INDEMNITY AGREEMENT, FULLY UNDERSTAND ITS TERMS, UNDERSTAND THAT I HAVE GIVEN UP SUBSTANTIAL RIGHTS BY SIGNING IT, AND HAVE SIGNED IT FREELY AND VOLUNTARILY WITHOUT ANY INDUCEMENT, ASSURANCE OR GUARANTEE BEING MADE TO ME AND INTEND MY SIGNATURE TO BE A COMPLETE AND UNCONDITIONAL RELEASE OF ALL LIABILITY TO THE GREATEST EXTENT ALLOWED BY LAW.

ALL SECTIONS MUST BE COMPLETED.

PRINT NAME HERE

SIGN NAME HERE

DUTIES

I HAVE READ THIS RELEASE

I HAVE READ THIS RELEASE

SIGNATURE AND TITLE OF WITNESS

ADDRESS OF WITNESS

FIREBIRD RACEWAY, INC.

P.O. Box 1398

Eagle, Idaho 83616

Phone: (208) 938-8986

Fax: (208) 938-8961

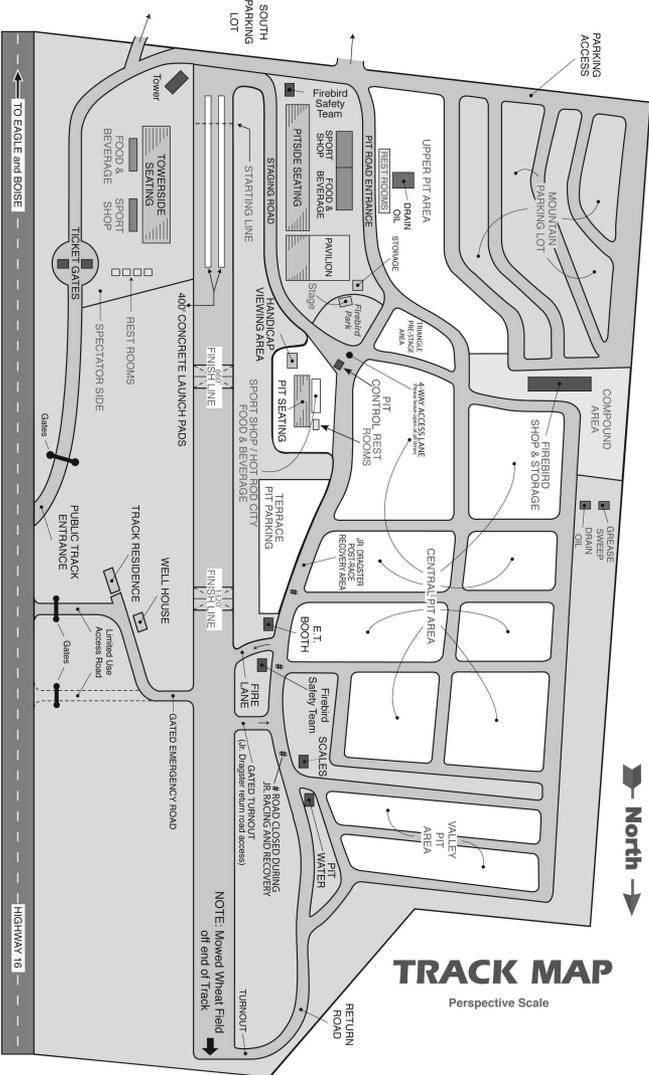


SPEED LIMIT: 10 MPH!
 or slower on ALL ROADS (Please Keep Your
 Speed under 5 MPH in Staging Lanes)



TRACK MAP

Perspective Scale



LOCATED 5 MILES NORTH OF HWY 44 ON HWY 16 NORTHWEST OF THE CITY OF EAGLE

HIGHWAY 16