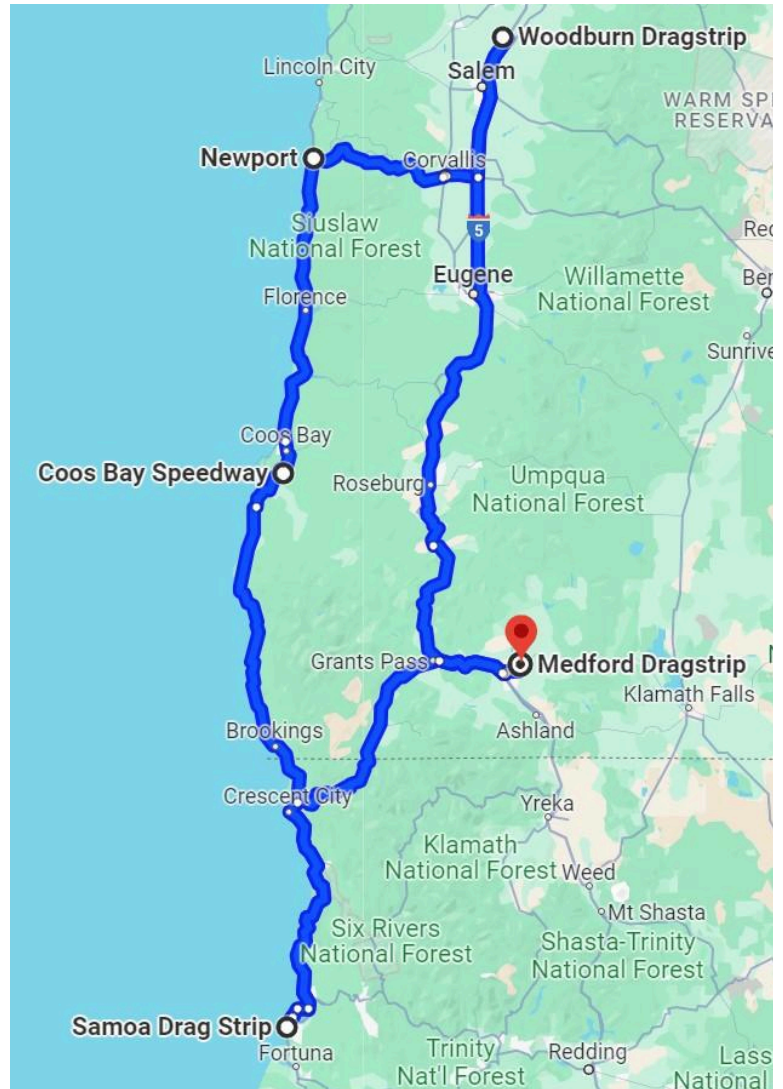


REDWOOD Rally 2024

GENERAL EVENT RULES/PROCEDURES/ETIQUETTE

- All drivers and co-pilots (who will be helping with driving and racing duties) must have a valid driver's license
- All competition vehicles are required to be registered and insured. Proof of this is required during tech.
- All competition vehicles must have working turn signals and horn.
- Single axle trailers only (any legal size allowed). Trailer must also be registered and have working turn signals.
- All sponsor decals (located in your swag bag) must be on competition vehicles in designated areas before they make a pass down the dragstrip.
- If you pass fellow racers while they are on the side of the road, please slow and try to check on them (in the form of a thumbs up). If they give you a thumbs down and it is safe to do so, please see if they are in need of your assistance. Cell phone reception during most of these drives is not the best, we all need to look out for each other and help each other out when it is safe to do so.
- ***Monday Early Check-In is NOT mandatory*** Racers will be allowed to check in and tech on Day 1.
- Early check in is on Monday, September 16 (exact time TBA): Racers, copilots, and Vagabonds will be allowed into the front gate as they arrive.



- Upon arrival, every Redwood Rally participant (racers, copilots, and each vagabond) will head to the registration booth to check in and sign waivers for each track (4 waivers). This will streamline track entry for the rest of the week. This is also where you will receive your wristbands, swag bags and maps. Tech will be open in staging lanes (exact time TBA).
- Test & Tune: If you plan on participating in the early check in afternoon T&T, you will need to purchase a separate tech card at the registration booth. (Exact T&T time & cost TBA)
- Racers not utilizing any kind of truck and trailer to transport race cars to the track will pit directly in pit spaces (see track maps)
- Impound Yard: Racers hauling their Redwood Rally race vehicles with truck & trailer will choose their pit spot for the event, unload their race vehicles and get themselves situated. All spare parts, race vehicle trailers, fuel, etc. will need to remain in your pit area. You will then move your trucks & trailers to our designated "Impound" yard. Once a racer has unloaded, parked in impound, and checked into the event, the trucks and trailers in impound are no longer accessible until the conclusion of the event. If a racer can not finish the event and needs to access their vehicle for an early event exit, we will arrange for a staff member to meet them at the track to access their tow vehicle from the secured area.
- Vagabonds will pit in designated areas (see track maps). Vagabonds are NOT allowed to haul parts (or fuel) for racers, and Vagabonds are not allowed to work on race cars. Only racers and co-drivers are allowed to work on vehicles. (Anyone can work on the Vagabond vehicles if necessary lol!)
- Vagabonds WILL be allowed to chase down parts for racers! Other racers need to focus on the route and not necessarily parts runs... so we will be allowing vagabonds to track down, pick up, and deliver parts to a racer in need, they just can't work on the vehicles, or carry spare parts or fuel along the route.
- Mandatory Pit Stops and/or Landmarks: We will have a detailed route map for the Redwood Rally given to each racer in their swag bags upon check-in. There are multiple sponsors and landmarks along the route that each competitor MUST visit. Most are simple drive-in locations where racers will drive into a parking lot, stop, get out of their vehicle, and take a selfie of themselves, the vehicle, and the specified landmark in 1 photo. This is a happy event, so smiles are almost mandatory. *Suggestion:* If traveling with a group, or with co-drivers, we strongly suggest taking a few photos with a couple different cell phones just in case a cell phone is lost or broken along the route. These photos are 100% MANDATORY. If a racer gets to the next track and attempts to submit their time slips without their mandatory photo, they will need to backtrack the route and get that photo before they can continue the route. Event disqualification is at stake.
- When time slips are turned in, Redwood Rally staff will enter the data, have the racer review the data, and the submit button will be pressed. Once this is done, all submitted data is final. Redwood Rally will not go back into the database to make changes to time slip data UNLESS there is an obvious data entry error when results are uploaded. When time slips are submitted, any other daily requirements will

be turned in at the same time. Example: MANDATORY Pit Stop and/or Landmark Photos, Sponsor Location receipts, speeding tickets, warnings from Law Enforcement.

- Redwood Rally is extremely serious about our racers obeying ALL traffic laws. We can not and will not tolerate moving violations during our event. In the event that a competitor gets a ticket or moving violation of any kind during the route, that MUST be submitted with the racer's time slip on the following day. The concern here is that we need to be mindful of traffic laws and the general public so we can continue to host the Redwood Rally for years to come, and we do not want law enforcement along the route to put a target on our brand. A moving violation is NOT necessarily an immediate disqualification. However, there is a criteria that we will be holding firm to.
 - Any exhibition of speed ticket involving 2 competitors racing on any public highway is an automatic disqualification.
 - Exhibition of speed ticket involving burnouts, donuts, or sideshow activities on any public road or highway is an automatic disqualification.
 - Any excessive speed moving violation of 25 mph or more over the POSTED speed limit is an automatic disqualification. Keep in mind, this is the most gorgeous and scenic route of ANY Drag & Drive event in the country... Take the time to enjoy it and all its beauty.
- ***Take note*** The posted speed limit for ANY vehicle towing a trailer in California is 55 mph.

Redwood Rally does not want to disqualify any competitor for any reason, but we will be strict with these policies, as they reflect heavily on our brand and the future of the Redwood Rally.

TRACKS & PIT STOPS

DAY 0 - Monday September 16th

- Early check in day at Medford Dragstrip. Gates open at 10am to start the registration/tech process.
- As stated above, early check-in is NOT mandatory. Racers, copilots, and Vagabonds will be allowed into the front gate as they arrive. Upon arrival, head to the registration booth to check in and sign waivers for each track (4 waivers). This will streamline track entry for the rest of the week. This is also where you will receive your wristbands, swag bags and maps. Tech will be open in staging lanes
- **Test & Tune:** We will be holding a Test & Tune Monday afternoon (**exact time & cost TBA**, but plan for afternoon after most cars have been through tech). Tech card for T&T can be purchased at the registration booth during check in. Cash only.

DAY 1 - Tuesday September 17th

- Medford Dragstrip - Registration & Tech will be open Tuesday, approximately 8am for racers who did not get checked in on Monday.



- When racing begins on Tuesday, the first round of runs will be separated by category specifically. After one complete rotation, the staging lanes will open up to everyone to make as many runs as they would like for the rest of the day. *All categories will be utilizing a .500 FULL TREE. Red lights do not count against racers.*
- **Only one time slip is required per day.** Mind Over Matter. Day #1 M.O.M. will require ONE time slips to set your index for the entire week. Multiple passes can be made on Day #1, but M.O.M. racers will turn in just one, which will set their indexes for the remainder of the week. The 1/8 mile time will count

as the Coos Bay Day #3 index. (Or the index for any other track that switches to 1/8 mile in the event of a necessary safety adjustment, weather for example.)

- Heads up categories, your time slips will be added for an overall, 5 run, weekly average. The lowest average E.T. is the category Champion. Individual daily results will post, along with the combined average throughout the week.
- If a racer would like to make more runs to improve their E.T., they can make as many runs as time allows during each race day and turn in only their best run. Time slips MUST be turned in BEFORE leaving that day's race track and heading out to the next day's track.
- When time slips are turned in, Redwood Rally staff will enter the data, have the racer review the data, and the submit button will be pressed. Once this is done, all submitted data is final. Redwood Rally will not go back into the database to make changes to time slip data UNLESS there is an obvious data entry error when results are uploaded. When time slips are submitted, any other daily requirements will be turned in at the same time. Example: MANDATORY Pit Stop and/or Landmark Photos, Sponsor Location receipts, speeding tickets, warnings from Law Enforcement.
- We will stop allowing cars to the staging lanes at 2:30pm, and close down around 3pm. Time frames may be adjusted due to late start times, weather delays, or track cleanup delays.
- Competitors and Vagabonds who are driving from Medford to Samoa directly on Tuesday afternoon, Samoa Dragstrip will be open for you to park and camp out Tuesday night. Hotel racers do not need to come to Samoa Dragstrip on Tuesday, Wednesday arrivals are totally acceptable.
- **PIT STOP LOCATION - Wild River Brewing & Pizza Co. 249 Redwood Hwy Cave Junction, OR 97523**
We REALLY need our racers to stop at Wild River Brewing & Pizza Co. and make a purchase. While we may not REQUIRE a receipt, we WILL be holding a receipt raffle and we absolutely encourage and need our racers to support this sponsor.

DAY 2 - Wednesday September 18th

- Samoa Dragstrip, racer gates open by 8am
- Registration/check-in is NOT required daily. Once you are checked in on day 1, your racer registration is good for the entire week.
- When entering the track, we ask that you slow way down or stop at the entry gate, smile, and show our gate person your wristband, then you can enter the track. Everyone in the vehicle must hold up their wristband for entry. Daily spectator passes are available at the entry gate for anyone only needing a one day pass.
- When racing begins in Samoa, start times can be weather dependent... We can start racing as soon as the marine layer allows, usually by 10am. We will go through 1 organized run order. The run order may vary from day to day, racers will be informed of this daily. After every class gets their first pass, staging

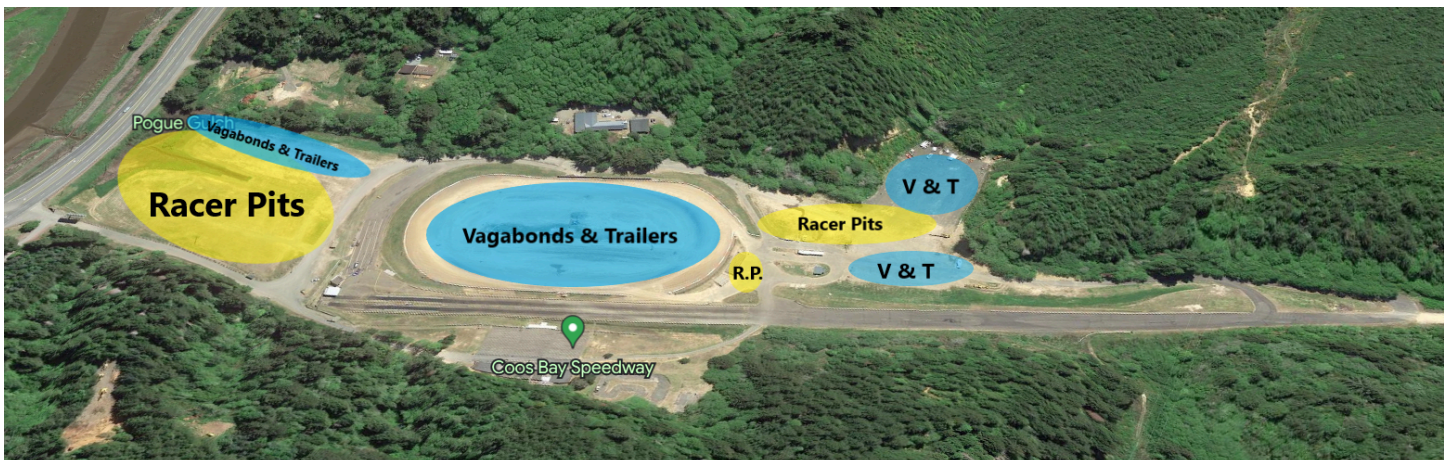
lanes will be open for everyone in any order. If you miss your call in the organized rotation, you can do your first hit when the lanes open up.



- Vagabonds MUST park in designated areas, away from racer pits. See map.
- Before leaving Samoa Dragstrip and heading north to Coos Bay Speedway, be sure to submit your time slip and the required pit stop photo. Failure to do so will result in disqualification.
- Competitors and Vagabonds who are driving from Samoa to Coos Bay directly on Wednesday afternoon, Coos Bay will be open for you to park and camp out Wednesday night. Hotel racers do not need to come to Coos Bay Speedway on Wednesday, Thursday arrivals are totally acceptable.
- **PIT STOP LOCATION: Nexus Diesel & Off-Road 97884 Court St, Brookings, OR 97415**

DAY 3 - Thursday September 19th

- Coos Bay Speedway, racer gates open by 8am



- In order to fit everyone in, you will need to get nice and cozy in the pits. We will be trying our best to aid in parking and hopefully have rows painted, but we really do need your help and cooperation to make sure all racers have a place to park.
- When racing begins at Coos Bay Speedway, sometimes it is weather dependent... We can start racing as soon as the fog/dew allows, usually by 10am. We will go through 1 organized run order. The run order may vary from day to day, racers will be informed of this daily. After every class gets their first pass, staging lanes will be open for everyone in any order. If you miss your call in the organized rotation, you can do your first hit when the lanes open up.
- Vagabonds MUST park in designated areas, away from racer pits. See map.
- The burnout boxes at Coos Bay Speedway are interesting. You pull into the lane, and back into the burnout box. There is nothing difficult about this track feature, it is just being included as general information. Coos Bay Speedway is the only 1/8 mile exclusive track on the Redwood Rally route. Mind Over Matter competitors, your 1/8 mile time from Redding Day #1 will be your target index at Coos Bay Speedway.
- Fast Cars: Coos Bay Speedway has a short shutdown that goes from a flat racing surface to a very steep yet relatively short, uphill shutdown. Do not be shy to use your parachutes. From years of experience, some racers are shy to use their parachute because they may never have used it before and may not know how to pack a parachute. Do not worry, we can teach you, and someone is always willing to help. This is not information tied to any form of rules, just helpful information we wanted to include in this packet.
- Before leaving Coos Bay Speedway and heading east to Medford, be sure to submit 1 time slip and any required pit-stop/landmark photos, or sponsor receipts. Failure to do so is grounds for disqualification from competition.
- Competitors and Vagabonds who are driving from Coos Bay to Woodburn Dragstrip directly on Thursday afternoon, Woodburn Dragstrip will be open for you to park and camp out Thursday night. Hotel racers do not need to come to Woodburn Dragstrip on Thursday, Friday arrivals are totally acceptable.
- **PIT STOP LOCATION TBA**

DAY 4 - Friday September 20th

- Woodburn Dragstrip, racer gates open at 8am
- Day 4 will start approximately 10am. By now everyone will be in full swing of things. One organized rotation to start the day, followed by open staging lanes.
- Before leaving Woodburn Dragstrip and heading to Medford, be sure to fully submit 1 time slip and any required Pit-Stop/Landmark photos, or sponsor receipts. Failure to do so is grounds for disqualification from competition.



- Competitors and Vagabonds who are driving from Woodburn Dragstrip to Medford Dragstrip directly on Friday afternoon, Medford Dragstrip will be open for you to park and camp out Friday night. Hotel racers do not need to come to Medford Dragstrip on Friday, Saturday arrivals are totally acceptable.
- **PIT STOP LOCATION: Siskiyou Diesel 5640 Crater Lake Ave, Medford, OR 97502**

DAY 5 - Saturday September 21st

- Medford Dragstrip, racer gates open at 8am



- Day 5 will start approximately 10am. By now everyone will be in full swing of things. One organized rotation to start the day, followed by open staging lanes.
- Our race software updates immediately as each racer's progress is submitted, racers can track rankings daily. As we receive Day 5 submissions from racers, we will calculate our Champions, 2nd, and 3rd place ASAP. Once data is received and we confirm our winners, we will hold our awards ceremony. As racers make their final time slip submissions, any racer with a truck & trailer in impound can retrieve their vehicle and begin packing up for their trip home.

SUNDAY SEPT. 22ND - SMALL TIRE SHOOTOUT - MORE INFO TBA

2024 CLASSES

UNLIMITED- PRESENTED BY SAIKI PARTS HOUSE

- We don't care what you show up with for the UNLIMITED CATEGORY. The only rule is, you have to run the route, make the pit stops, and make 1 run per day down the race track!
- 1/8 mile

SLIGHTLY LIMITED - PRESENTED BY BANKS RACE PRODUCTS

- Absolutely anything goes in Slightly Limited, as long as you run a maximum tire size of 28x10.5 (non W), 275 Radial, or 30x9 slick.
- 1/8 mile

REDWOOD RADIALS - PRESENTED BY AED RACING

- 1/8 Mile
- Run What You Brung, any engine combination.
- 235 D.O.T. / Radials Permitted, 26 x 8.5 Radial Slicks Permitted
- Front clip can be any material, but MUST be permanently mounted. NO 1 Piece removable front ends.
- Fully Finished interior encouraged and appreciated, but NOT mandatory.
- Class is almost unlimited....as the tiny tire is the real limitation here!

AMERICAN GRAFFITI HARD TIRE - PRESENTED BY MOTORFAB

- Tread rating of 200 or higher.
- ANY tire size, as long as it has a tread rating of 200 or greater, clearly labeled on the sidewall.
- This Category will make it much easier for street cars and off the showroom cars to be competitive without the expense or modifications to run race style tires. It also helps with track prep schedule.
- N/A & boosted applications will run together.
- AWD permitted for 4 cylinder vehicles and trucks ONLY. No GTRs (6cyl), no EVs

AMERICAN GRAFFITI NATURALLY ASPIRATED - RESENTED BY ZHP GARAGE

- Race tire recommended, but it's your choice to bring a properly sized hard tire to a race tire class.
- 1/8 mile
- 28 x 10.5 tire Maximum, 30 x 9 accepted, 275 Radial/Drag Radial permitted
- Requires FULL INTERIOR and Carpet. Interior does NOT need to be fully factory/OEM. *If care was taken to trim out the interior to resemble factory equipped interior around roll cage, seats, shifters, center consoles, etc... that is acceptable. Work does not need to be professionally done, we are all do-it-yourselfers at heart.
- Technicalities will be at the discretion of RR Tech Staff.
- Aftermarket driver/passenger seats permitted, must have covers/upholstery.
- Must retain factory floor sheet metal (can have cage/chassis/subframe integrated), steel B-Pillar structure, transmission tunnel, etc.

- Tunnel modifications for clearance of Transmission shield, driveshaft loop, etc. permitted.
- *Modification technicalities will be at the discretion of RR Tech Staff.
- Back seat OPTIONAL, as fitting a back seat in amongst a cage and mini tubs is often impossible. IF you fit this category without a back seat, rear passenger area MUST be fully trimmed and carpeted.
- Factory trim not required, but gutted, unfinished panels/body structure will not be considered legal in the 4 American Graffiti classes.
- Time and care must be taken to make the car appear as “street” as possible.
- Factory frame rails may be notched, modified, clearanced, but not fully removed/replaced.
- Component upgrades accepted, example: Updating IRS to solid axle, accepted.
- Mini tubs maximum rear sheet metal modifications.
- 1 piece carbon/fiberglass front clips prohibited.
- Permanently installed composite/fiberglass fenders that retain the look of a factory vehicle permitted.
- Hood NOT required. Aftermarket hood of any kind permitted.
- Carbon/fiberglass/composite bumpers permitted.
- Vehicles must be 100% NATURALLY ASPIRATED. Nitrous kits of any kind PROHIBITED
- 1 time slip per day

AMERICAN GRAFFITI POWER ADDER - PRESENTED BY STL FAB

- 1/8 mile
- 28 x 10.5 tire Maximum, 30 x 9 accepted, 275 Radial/Drag Radial permitted
- Race tire recommended, but it's your choice to bring a properly sized hard tire to a race tire class.
- Requires FULL INTERIOR and Carpet. Interior does NOT need to be fully factory/OEM.
*If care was taken to trim out the interior to resemble factory equipped interior around roll cage, seats, shifters, center consoles, etc... that is acceptable. Work does not need to be professionally done, we are all do-it-yourselfers at heart.
- Technicalities will be at the discretion of RR Tech Staff.
- Aftermarket driver/passenger seats permitted, must have covers/upholstery.
- Must retain factory floor sheet metal (can have cage/chassis/subframe integrated), steel B-Pillar structure, transmission tunnel, etc.
- Tunnel modifications for clearance of Transmission shield, driveshaft loop, etc. permitted.
- *Modification technicalities will be at the discretion of RR Tech Staff.
- Back seat OPTIONAL, as fitting a back seat in amongst a cage and mini tubs is often impossible. IF you fit this category without a back seat, rear passenger area MUST be fully trimmed and carpeted.
- Factory trim not required, but gutted, unfinished panels/body structure will not be considered legal in the 4 American graffiti classes.
- Time and care must be taken to make the car appear as “street” as possible.
- Factory frame rails may be notched, modified, clearanced, but not fully removed/replaced.
- Component upgrades accepted, example: Updating IRS to solid axle, accepted.
- Mini tubs maximum rear sheet metal modifications.
- 1 piece carbon/fiberglass front clips prohibited.
- Permanently installed composite/fiberglass fenders that retain the look of a factory vehicle permitted.
- Hood NOT required in Power Adder Class.
- Carbon/fiberglass/composite bumpers permitted.
- Aftermarket hood of any kind permitted.
- 1 time slip per day.

AMERICAN GRAFFITI MAGNUM - PRESENTED BY WOODY'S TOWING & RECOVERY

- 1/8 Mile
- ANY tire permitted.
- Naturally aspirated & Power Adders run together
- Factory body (steel roof & quarters, no 1 piece front clips unless steel, tilt style. Fiberglass fenders permitted, must be permanently mounted to keep car looking like factory.
- Requires FULL INTERIOR and Carpet in FRONT HALF of vehicle. Entire floor may be cut and replaced with sheet metal, must have carpet. Entire transmission tunnel may be replaced, must have carpet. Back half cars won't require carpet behind front seats. Rear panels must be finished, simple sheet metal or door panels permitted. (No unfinished gutted paneling. Car must retain the appearance of a finished big tire street car. Aftermarket driver/passenger seats permitted, must have covers/upholstery. Back seat optional. Time and care must be taken to make the car appear as "street" as possible, while being modified for big tire. Full back half suspension permitted. Any front suspension permitted.
- 1 Time slip per day.

3 PEDAL -

- 1/4 mile
- Import & Domestic run in the same class in 2024
- RWYB, as long as you're dumpin' clutch and banging gears manually.
- Must have clutch pedal and traditional right hand operated shift lever. (I have lots of Aussie mates...if they show up and shift left handed, that's permitted)
- Lenco transmission permitted as long as there's a clutch & pedal.
- "Manual" paddle shift ***Prohibited*** You can run in other categories.
- 1 time slip per day.

TAILGATE RACERS - PRESENTED BY GENESIS MACHINE & FABRICATION

- El Camino, Ranchero, Aussie UTE, truck style vehicles without cab-to-bed gap permitted.
- Must appear to have the ability to tow a trailer. Trailer not mandatory, but there MUST be a trailer ball mounted somewhere on the exterior of the vehicle. It could be mounted in the antenna hole in the fender....or in a proper trailer hitch, but a trailer ball MUST BE VISIBLE when doing a walk around the vehicle.
- All Steel, All Glass (with exception of roll pans, and rear window for roll cage purposes. Factory aluminum body trucks or Tesla SS body permitted.
- Fiberglass hood Permitted
- Full interior. Interior does not need to be stock/factory, but does need to be finished. It does not need to be beautiful, but I do not want to see hacked out door skins, uncovered steel floors, etc. Rubber floor mat or carpet acceptable. Again, it doesn't need to be perfect, but needs to look complete.
- TAILGATE is MANDATORY. Must race with tailgate CLOSED, 5th wheel tailgates permitted, rubber tailgate mesh prohibited.
- Bumpers not mandatory, BUT...if a truck has removed its bumpers, it MUST have finished lower valance on the front and/or finished roll pan in the rear. Finished meaning permanently installed, painted finish not mandatory. Any material roll pan permitted.
- 4wd PERMITTED
- Maximum drive tire size: 275 Radial/Drag Radial, 28 x 10.5 non-W slick, 30 x 9 slick

GLORY DAYS GASSERS - PRESENTED BY MOSER ENGINEERING

- ¼ Mile
- ANY tire permitted
- ANY power adders permitted
- DOOR CARS ONLY, no open wheel or roadsters, no straight axle pickup trucks, unless specifically built in the traditional "gasser fashion".
- Trans brakes permitted.
- Full interior NOT mandatory.
- New builds permitted, modern day intentions prohibited.

***Explanation for the above statement: We are starting to see a "no prep" car trend these days where a Fox body for example, is using a straight axle front end with the steering rack mounted to the axle to get away from the toe in/out geometry of 12+ inches of front end travel. Literally seeing 4-link front suspension, long travel coil overs, etc. These modern no-prep straight axle equipped cars will not be allowed.

We have had a couple discussions about some modified IFS setups that still produce that classic gasser style, without the straight axle swap... If you have the intent to run in the Glory Days Gasser category, and worry whether or not your vehicle fits the criteria, simply text me some photos and I can take a look and let you know how you fit. Jesse 530-635-5655

Fitting in the gasser class will be up to Jesse & Heather's discretion and our final word will stand. We want to make this category fun and exciting!! The criteria for this class is probably the most difficult, but we will make it work.

MIND OVER MATTER - PRESENTED BY FASTLANE MOTORSPORTS

- Mind over Matter (Set your index)
- .500 FULL TREE
- 1/4 mile (1/8 at Coos Bay, and could be utilized at other tracks if necessary)
- Run What Ya Brung
- 1 time slip from Day #1 locks in your personal index for the WEEK. 2nd time slip from Day #1 goes towards your week's OVER index total.
- ***Day #1, time slip 1/8 mile time will set your Coos Bay 1/8 mile index.***
- Each day, the racer's time slip will be compared to the individual index acquired on DAY #1.
- Day #1 time slips do NOT need to be turned in in chronological order. Racers can choose which slip sets their index.
- Under index or "breakout" will be calculated toward a racer's daily average, with a 2 tenth penalty. Each time slip from Days 1-5 must be DEAD ON or over the individual index acquired on DAY #1 to avoid breakout penalty.
- M.O.M. racers who participate in the Day 0 T&T can set their index with a T&T time slip. Saves time come Race day #1. Obviously the T&T is not mandatory.
- Days 1 through 5, E.T.'s over the individual index will be added together, and calculate the driver's daily OVER index. The racer with the smallest OVER index margin throughout the 5 days is the overall winner.

SPEED QUEENS - PRESENTED BY RACE WIFE GRAPHICS

- The Speed Queens category will have multiple winners!

- All the females in Mind Over Matter will be competing for the overall “Speed Queens” championship, as well as the Mind Over Matter class. In addition to that, they will also be competing against all the females in the rally for other awards.
- **Every female participating in the Redwood Rally will have a chance to win additional Speed Queen awards.** Some awards include:
 - *Quickest female of the Redwood Rally (5 run average)
 - *Most consistent (E.T.) female of the entire event
 - *Slowest female of the Redwood Rally (5 run average)
 - *Best snacks provided to Redwood Rally staff
 - *Most cheerful (5 day average)
 - *Best R.B.F.

JR. STREET - PRESENTED BY HAILEY MILLER RACING

- Jr Street will compete for their own category title, as well as mix it up directly with the Mind Over Matter category! These 13-16 year old Jr Street competitors will have a unique opportunity to "Double Up" in the Redwood Rally! And even more amazing, any female Jr Street competitors will have an opportunity to TRIPLE UP, as they could potentially win Jr Street, Mind Over Matter, and the Speed Queens title!!
- Jr Street competitors must hold a valid NHRA Jr Street license. They will be restricted to turning in 1/8 mile data at ALL 5 tracks in order to conform to the NHRA Jr Street rules.
- As Jr Street requires a licensed driver to be a passenger on the race track, obviously that driver will be their co-driver during the event and get the vehicle from track to track on the route.