

Milan Dragway Bracket Racing Procedures

1. Lane Choice Situations
 - a. Staging lanes 1, 3, and 5 are left lane. Staging lanes 2, 4, and 6 are right lane.
 - b. If all remaining cars are front to back in a single lane, then the first car in the pair gets the lane they pulled in for.
 - i. For example, all cars are in lane 2. First car goes right lane; second car goes left lane.
 - ii. Multiple lane class example, cars for a class are in lanes 1-4. We run out of cars in lane 1 but still have cars in lane 2. The cars in lane 2 will race the cars in lane 3 since they are part of the same class.
 - iii. Buy back round clarification, buy backs will race each other until we are out of buy backs or only one buy back is left to race a winner. If all buy backs are front to back in a line they will race each other, not winners, again until there is only one combined winner/buy back pair or all buy backs have raced each other.
 1. If by the weirdness of the world all winners want the same lane that the buy back wants, the winner would get lane choice even though the buy back was in the lanes first.
 - c. Potential bye run and lane choice: If a car is held by the race official at the back of the class as the potential bye run and they do not receive it because of an even number of cars then they will have lane choice even though they likely aren't in front of the other car.
 - d. In the final round, the car with the better reaction time in the semi-finals will have lane choice, not the first car to the lanes.
2. Pulling into the staging lanes
 - a. Once you cross the line at the rear of staging and enter into a lane, you are committed to that lane. There will be no moving from one lane to another.
3. Pulling out of the staging lanes
 - a. Leaving the staging lanes:
 - i. If you realize something is not right or broke before we start pulling your class, you may pull out of the lanes and go back to the pits to try to fix it.
 - ii. If you realize something is broke after we start pulling your class you have two options.
 1. If you leave the lanes once your class is being pulled then get it fixed in the pits, you cannot come back to the lanes as your competition (who you were lined up with when the class started being pulled) will be taking a broke single. Once the first pair of the class is being pulled the rule is "you leave the line, you lose the round."
 2. You can try to fix it as you are pulling towards the head of staging. When the staging official motions for you/your pair to leave the lanes, you have 60 seconds to get it fixed and be across the line at

the head of staging, if you cannot meet this requirement then you lose the round.

- b. When the head of staging official motions for you to leave the lanes, you must do so in a timely manner.
- c. Do not pull out from the staging lanes (beyond the white line) unless given the go ahead by the head of staging official. We know most of you have been doing this a long time, but sometimes there are things going on you can't see or hear in your car! Be sure that you can always see their eyes and that they can see your eyes. It is their whole job for the day, let them do it, please!

4. Dial In

- a. We have two places for checking your dial in. The first is the dial in board that you can see when you are in the water box and the second is on the scoreboard as you go to stage.
- b. Once you PRESTAGE your vehicle, you have accepted your dial in regardless of if it is correct or incorrect.
- c. If you do not agree with the dial in being displayed, do not prestage your car. Wave down an official and draw attention to it so that we can re-enter the correct dial in for you. Ideally this would be done in the water box when you check it on that board.
- d. All dial ins must be displayed on the driver/left side of the vehicle.
 - i. It is helpful to put it on the right side or front of the vehicle as well so the water box staff can double check it easier, but not required.
- e. Your dial in must fit within the class parameters & you must pass tech for that ET.
 - i. Super Pro 7.75 & faster
 - ii. Pro 13.99 & faster
 - iii. Sportsman 11.50 & slower

5. Car Numbers

- a. Car numbers must be displayed on the driver side/left side of the vehicle. We advise that you put this number on the front right and back left of the vehicle also but do not require it.
- b. We track your points by car number. If you see an error, please let us know so we can correct it and properly log your points.
 - i. This can be checked on the dial in board in the water box, but it is ok if you don't notice it and make a pass with the car number entered wrong. We can fix it later.

6. Broke Singles

- a. If a car enters the staging lanes then breaks in the lanes, the car they should have been competing against will receive a broke single (or broke bye run) if their class has started being pulled from the lanes.
- b. A broke single does not disqualify someone from being eligible for the earned bye run. They can still get it even if everyone in the class has not had a bye run.

7. Bye Runs

- a. In the first round, a bye run is randomly chosen. Before calling the class to the lanes, the tower calls down a random number for the rear of staging to pull. For example, "Rear of staging calling Pro, give me #8," rear of staging will pull the 8th car to come to the lanes after the class call is made and they will be the potential bye run for round 1.
- b. Bye runs are refigured every round. If you are pulled for it in a round, but there are an even number of cars that does not carry over to the next round and you are still eligible for it. The bye run will always go to the best reaction time from the previous round, unless they have already had the bye run.
 - i. Please see section 1C for questions on lane choice after being held for the bye and not getting it.
- c. You can only get a bye run once per race unless all remaining competitors have had a bye run.
 - i. A broke single is not the same as a bye run. A racer who wins on a broke single is not ineligible for a bye run.

8. Buy Backs

- a. In Pro, Super Pro, and Sportsman, buy backs are called up right before first round winners for their class. The buy backs race against each other this round, unless there is an odd number in which case we will run one blended pair of a winner and a buy back.
- b. Once a buy back racer wins in second round, we no longer care who bought back after first round or who won first round for the sake of competition.

9. Tree Settings

- a. Autostart is in effect for ALL bracket classes. The timeout at 3 bulbs (one car full staged, other car prestaged) is 15 seconds.
- b. Deep staging is the responsibility of the driver. We do not hold the tree for deep stagers, but encourage courtesy staging to allow your opponent the opportunity to do so.
- c. Courtesy staging is not required. I cannot force you to be courteous.
 - i. What is courtesy staging?
 1. Courtesy staging is when the first car pulls up and prestages, they then wait for their opponent to come to the line and turn on the prestage bulb. After this, both cars move forward to turn on the stage bulb.
 2. Courtesy staging for deep stagers: As a deep stager, the person will typically go up and turn on both the stage and prestage light, they will then wait for the opponent to turn on the prestage bulb before moving far enough forward to turn off the prestage bulb. If they go straight up and into the deep stage position, don't be offended. They just want to be sure they don't "time out."
- d. Crosstalk or crossover is used in Super Pro and Super Pro Motorcycle. This means that when the slower cars top amber light comes on, both lanes top light comes

on. The faster cars light then stays lit up until it begins to drop for their turn to leave.

10. Reruns

- a. Reruns can only be decided by the Race Director.
 - i. While you are welcome to ask why, the decision is final.
- b. If a rerun is deemed necessary and you do not run it, you will automatically lose.
- c. There are times where even if something blows through a beam, a rerun may not be necessary. This is why the Race Director has discretion of these situations.
 - i. Example 1, leaf blows through Driver A's finish line sensor. Driver B crossed the finish line first and did not break out or red light. Driver A could not have beat Driver B. No rerun is necessary.
 - ii. Example 2, Driver B red lights. Something blows through a finish line beam. Driver A had a green light. No rerun necessary. Driver A won.

11. Passengers

- a. We do not allow any passengers in our bracket classes.
- b. This means that we do not allow permit drivers to compete in the bracket classes.
 - i. Check out the programs specifically designed for you like our Young Guns class at #SuperSaturday and the Washtenaw Community College High School & College Nationals.

12. Super Pro Motorcycle: This section is going to reference the above sections and name whether they are applicable to you or how they will be adjusted for your class.

- a. Section 1: Not Applicable. Replace with this. Pairings & Lane Choice
 - i. These are determined by a random ladder generated by the tower. Lane choice will be given to the higher qualifier in first round and the better reaction time of the pair in the previous round for second round and beyond.
 1. If there is a blended pair of motorcycles with one winner and one buy back in second round, the winner automatically gets lane choice.
- b. Section 2: Pulling into the lanes. Not Applicable.
- c. Section 3: Pulling out of the lanes. Applicable as is.
- d. Section 4: Dial In. Applicable where relevant with the following additional information.
 - i. We will not be enforcing a "fastest dial in" limit. Previously listed as 7.50 & slower.
- e. Section 5: Car numbers. Applicable. Except you're a bike, not a car.
- f. Section 6: Broke Singles. Applicable.
- g. Section 7: Bye Run. Not Applicable. Procedures and rules as follows.
 - i. In first round, the bye run will go to the #1 qualifier (best reaction time) during the two time trial rounds.
 - ii. In second round and beyond, the bye run is awarded to the racer with the best winning reaction time from the previous round.

- iii. You can only get a bye run once per race unless all remaining competitors have had a bye run.
 - 1. A broke single is not the same as a bye run. A racer who wins on a broke single is not ineligible for a bye run.
- h. Section 8: Buy backs. See below.
 - i. All buy backs will be paired up against each other in second round. If there are an odd amount of buy backs, there will be one pair that includes a winner and a buy back. If someone was the potential bye run and there will be an even number of cars because of the buy back then the potential bye run person will race the odd number buy back.
 - ii. Once someone wins second round, buy back or first round winner, we no longer differentiate. They are both a second round winner.
- i. Section 9: Tree Settings. Applicable.
- j. Section 10: Reruns: Applicable.
- k. Section 11: Passengers. Oh dear, let's not try that.
- l. Section 12: Super Pro Motorcycle. Applicable.

Examples used in these procedures are not all inclusive and only serve to give you a better understanding of the concepts.

General Rules

- If a vehicle breaks after receiving the green light, the pass need not be completed to receive round win status.
 - If you break out and your opponent breaks and does not complete the pass, they are the winner.
 - If you red light and your opponent breaks and does not complete the pass, they are the winner.
- You cannot back out of any staging or prestage beams if your opponent has any of their bulbs lit, unless directed otherwise by the track starter. Your final staging motion must be forward.
- If you roll all the way through the stage beams, you will be disqualified.
- No excessive braking. One warning will be given then disqualification may occur.
- Cars without front brakes may do a burnout under power across the starting line. Cars with front brakes are asked not to cross the starting line, but should it be necessary that they roll across the beams in the stopping process (not burning out under power), they will not be disqualified as long as their opponent is not prestaged or staged.
- In the event of any discrepancy between scoreboards, ET slips, and the tower computer what is shown on the tower computer is the official record and will make the final decision.
- All vehicles must have one working taillight. This is only required at night.
- While you are of course able to not make a full pass should you red light or otherwise deem you will not win, excessive slow rolling down the track will not be tolerated. This is not courteous to the cars waiting/running/heating up behind you.
- All directions given by Race Officials are to be followed.

- All decisions made by the Race Director are final.
- If the starter tells you to move forward to stage, you must immediately do so.
- You must have a valid driver's license to operate any motorized vehicle.
- Speed limit in the pit area is 10 MPH.
- All vehicles must pass tech inspection before racing down the track.
- All drivers must go through registration and obtain a driver's armband before going down the track.
- All crew members must get an armband at registration to go to the starting line.
- No tricks on the tree.

Any of these rules or procedures are subject to change as the Race Director sees fit or deems necessary.

If you ever have any questions or concerns, please find me or have someone call me over! If you have questions that don't necessarily need answered on race day, you can call or text (734)389-5614, email me at kbaxter@milandragway.com, or message me on Facebook!