

SEPTEMBER 18-20, 2026



EVENT SCHEDULE

WED - SEPT. 16TH

12 - 8 PM: PARKING

THURS - SEPT. 17TH

8 AM: GATES OPEN

11 AM - 6 PM: TNT (\$65)

FRI - SEPT. 18TH

8 AM: TIME TRIALS

12 PM: RACE OF CHAMPIONS

2 PM: GAMBLERS RACE

7 PM: RACER APPRECIATION

SAT - SEPT. 19TH

8 AM: GAMBLERS (CONT.)

12 PM: TIME TRIAL

ELIMINATIONS TO FOLLOW

7 PM: PRACTICE TREE RACE

SUN - SEPT. 20TH

8 AM: ELIMS (CONT.)

ENTRY FEES

EVENT CAR & DRIVER: \$100

HS, JR. ST. CAR & DRIVER: \$50

GAMBLER'S ENTRY: \$80

TEST & TUNE: \$65

WEEKEND CREW: \$60

SINGLE DAY CREW: \$20

RACER APPRECIATION: FUN FOR ALL!

RACER APPRECIATION DINNER
PRIZE GIVEAWAYS

PRACTICE TREE RACE
TEAM SPIRIT AWARDS



SUPER PRO	PRO ET	SPORTSMAN	MOTORCYCLE
WINNER \$8,000*	WINNER \$8,000*	WINNER \$5,000*	WINNER \$4,000*
RUNNER UP \$1,500	RUNNER UP \$1,500	RUNNER UP \$700	RUNNER UP \$500
SEMI \$600	SEMI \$600	SEMI \$300	SEMI \$250
1/4s \$300	1/4s \$300	1/4s \$200	1/4s \$100
ROUND MONEY START IN 3RD RD ENTRY FEE: \$100	ROUND MONEY START IN 3RD RD ENTRY FEE: \$100	ROUND MONEY START IN 3RD RD ENTRY FEE: \$100	ENTRY FEE: \$100

CLASS WINNERS IN SUPER PRO, PRO, SPORTSMAN, AND MOTORCYCLE HEAD TO VEGAS!

*INCLUDES \$3,000 NATIONAL CHAMPIONSHIP QUALIFYING BONUS FROM SUMMIT! (MUST PARTICIPATE AT NATIONAL CHAMPIONSHIP TO RECEIVE BONUS)

HIGH SCHOOL

JR. STREET

EV STREET

5.30/5.80/6.50/7.50 INDEX



SUPER PRO	PRO ET	MOTORCYCLE	JR. STREET
WINNER \$3,000	WINNER \$3,000	WINNER \$1,000	WINNER \$400
RUNNER UP \$800	RUNNER UP \$800	RUNNER UP \$300	RUNNER UP \$100
SEMI \$350	SEMI \$350	SEMI \$100	SEMI \$40
1/4s \$200	1/4s \$200		
1/8s \$100	1/8s \$100		
1/16s IF OVER 128 CARS \$60*	1/16s IF OVER 128 CARS \$60*		
ENTRY FEE: \$80	ENTRY FEE: \$80	ENTRY FEE: \$80 16 MINIMUM ENTRY	ENTRY FEE: \$40 16 MINIMUM ENTRY

75th Anniversary Wallys Awarded in each Class!



2026

2026 NHRA WEST CENTRAL DIVISION

SUMMIT ET FINALS

POLICIES & PROCEDURES

ET FINALS EXPANSION

EVENTS

Beginning in 2026, The West Central will host two ET Finals events, with the winners of Super Pro, Pro ET, Sportsman, and ET Motorcycle at each event earning a trip to the ET World Finals in Las Vegas. In addition, Race of Champions, Manager's Race, and Gambler's will be contested at both events, with identical awards and purses for all categories.

Tracks may not send teams to both events. Racers will be able to compete at both ET Finals if they qualify at different tracks and meet all minimum eligibility requirements. If a racer wins both events in SP, Pro ET, Sportsman, or ET Motorcycle, the runner-up from the second event would be awarded the spot at the World Finals.

Division 5 ET Finals – East will be held at Tri-State Raceway September 17-20, 2026.

Division 5 ET Finals – West will be held at SRCA Dragstrip September 24-26, 2026

ET Finals – East	ET Finals – West
Brainerd International Raceway	Bandimere Speedway
Cedar Falls Motorsports Park	Flying H Dragstrip
Grove Creek Raceway	Julesburg Dragstrip
Interstate Raceway	Kansas International Dragway
Motion Performance Raceway	Kearney Raceway Park
Rock Falls Raceway	Onawa Dragway
Thunder Valley Dragways	Pueblo Motorsports Park
Tri-State Raceway	SRCA Dragstrip

2026 West Central ET Finals Team Codes

D5 ET Finals - East

- BR - Brainerd International Raceway Team 1
- B2 - Brainerd International Raceway Team 2
- CF - Cedar Falls Motorsports Park Team 1
- C2 - Cedar Falls Motorsports Park Team 2
- GC - Grove Creek Raceway Team 1
- G2 - Grove Creek Raceway Team 2
- IR - Interstate Raceway Team 1
- I2 - Interstate Raceway Team 2
- MP - Motion Performance Raceway Team 1
- M2 - Motion Performance Raceway Team 2
- RF - Rock Falls Raceway Team 1
- R2 - Rock Falls Raceway Team 2
- TV - Thunder Valley Dragways Team 1
- TD - Thunder Valley Dragways Team 2
- TS - Tri-State Raceway Team 1
- T2 - Tri-State Raceway Team 2

D5 ET Finals - West

- FH - Flying H Dragstrip Team 1
- F2 - Flying H Dragstrip Team 2
- JD - Julesburg Dragstrip Team 1
- J2 - Julesburg Dragstrip Team 2
- KD - Kansas International Dragway Team 1
- K2 - Kansas International Dragway Team 2
- KR - Kearney Raceway Park Team 1
- KZ - Kearney Raceway Park Team 2
- WA - Onawa Dragway Team 1
- W2 - Onawa Dragway Team 2
- PM - Pueblo Motorsports Park Team 1
- P2 - Pueblo Motorsports Park Team 2
- SR - SRCA Dragstrip Team 1
- S2 - SRCA Dragstrip Team 2
- TR - Thunder Road Raceway Park Team 1
- SD - Thunder Road Raceway Park Team 2

SECTION 1 – PRE-RACE PROCEDURES

1.1 CONTESTANT CREDENTIALS

Each driver/rider of a vehicle entered in any event conducted at an NHRA member track must have a valid NHRA Driver's License or NHRA Competition number. Licenses are subject to inspection by officials at any time.

Anyone requiring a number or membership must obtain them from the National Hot Rod Association prior to event. Run cards will not be issued until License & Membership are verified. ANY MEMBERSHIP, LICENSE, OR NUMBER REQUEST AT THE EVENT WILL BE SUBJECT TO AN ADDITIONAL \$20.00 PROCESSING FEE.

All tech cards must be submitted online. Paper tech cards will not be accepted at the event.

Prior to making a pass down the track, all racers are required to check-in at RACER REGISTRATION to confirm license and membership, competition number, tech card submission and roster/team. Run stickers will be provided after check-in is complete.

If a competitor is listed on the final team roster and is discovered to have not competed at the track being represented, the track may lose eligibility for competition in the following season's Summit ET Finals.

A Contestant may be entered in two separate eliminators if they have two separate vehicles (Index excluded). One car cannot be used in more than one eliminator.

A contestant must represent only one (1) track. They may run for (2) two different teams from the same track.

1.2 TECHNICAL INSPECTION

All tech cards will be submitted online via a link provided prior to the event. No paper tech cards will be accepted. Making a run without a correctly submitted tech card is grounds for disqualification from the event. This will be strictly enforced. The team representative may request to compare their roster to received tech cards list prior to the first day of competition.

NHRA reserves the right at any time to inspect, seal for inspection and/or tear down a participant's vehicle. Breaking of seal without authorization from the Technical Department may result in immediate disqualification from the event. Misrepresentation or modifications not allowed by the Rule Book (i.e.: bell housing) of products required to meet certain specs (i.e.: SFI, SNELL, DOT, etc.) is grounds for disqualification. If these products have been tampered with, the certification label (SFI, SNELL, etc.) shall be removed and the product impounded for at least the duration of the contestant's participation in the event. Additional punitive action, as determined appropriate in the sole and absolute discretion of the NHRA, may be taken.

Vehicles participating in drag racing events must be presentable in appearance at all times; those considered improperly prepared may be rejected by the technical inspector. The appearance of personnel attending contestant vehicles is equally important and is subject to the same considerations. Shoes are mandatory. Shorts, bare legs, tank tops, or bare torsos are prohibited while driving a race vehicle.

2 - PIT AREA REGULATIONS

2.1 PIT SPACES - GENERAL

Each contestant must always confine their pit space in an orderly manner and follow the normal flow of traffic. Once parked, trailers may not be relocated without NHRA Officials approval.

EXCESSIVE SPEED OR BURNOUTS IN THE PIT AREA, STAGING LANES, OR RETURN ROADS WILL NOT BE TOLERATED!

Team rosters must be sent into the West Central Division office no later than the Tuesday before the event and pit spaces will be provided for the number of members on the roster only. Each individual team is responsible for parking within the assigned space provided. Pit area parking areas are determined by the final Team Point Totals from the previous year's ET Finals.

2.2 TRAILER REQUIREMENTS

Roadways to the rear of all trailers must be unobstructed by doors, tailgates, ramps, awnings, etc. Competitors using lift gate type rear doors must close doors after loading and unloading procedures are completed. All extended ramps must be stowed after use. Maximum width of trailer and awning is 22 feet.

For security, pit control and emergency personnel to better identify a contestant's trailer, it is requested that vehicle number and class be applied to the top right hand corner of the rear door.

2.3 WARM-UP PROCEDURES

It is mandatory that a driver be seated in the race vehicle in the normal driving position anytime the engine is running, unless coupler or driveline is removed from vehicle. When starting engines in the pits, all vehicles must be on jack stands or have coupler / driveline removed. THE PRACTICE OF TRANSBRAKE TESTING, CONVERTER STALLS, LINE-LOC TESTING, AND/OR TRANSMISSION WARMING IS PROHIBITED IN ALL CLASSES, in all areas of the event except in starting line approach areas beyond staging (water box), or unless vehicle in on jack stands. NON-COMPLIANCE IS GROUNDS FOR DISQUALIFICATION.

2.4 AUXILIARY PIT VEHICLES

All contestants using auxiliary pit vehicles (mini-bikes, ATV's, golf carts, scooters, etc.) must have their competition number displayed on those vehicles. Pit vehicles without such identification will NOT be allowed in the pit area and may be impounded.

All auxiliary pit vehicles must be used for necessary transportation only. NO recreational or fun riding allowed. NO OPERATORS UNDER 16 YEARS OF AGE PERMITTED. Vehicles will be impounded if excessive speed or careless riding practices are used.

3 – RESTRICTED AREA POLICY

3-2 RESTRICTED AREAS

A restricted area is defined as the advance staging area, burnout area, competition area, shutdown area, staging lanes, return road area, and any other area within the barriers, fences, or structures that separate the general public from racing activities. No person is permitted to enter a restricted area without first signing a Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement mandated by the NHRA.

Access for minors requires a specific Parent/Guardian Release and Waiver. Typically, both parents or legal guardians must sign the document, and the signatures must be notarized. Minors must also sign a "Minor's Participation and Assumption of Risk Statement

4 - RACE PROCEDURES

4.1 RUN SESSIONS / DIAL-INS

Each contestant must have a valid Run Sticker and Restricted Area Pass before making a Time Trial. The driver's RESTRICTED AREA PASS serves as proof of Waiver signing. A contestant making a run prior to obtaining a RESTRICTED AREA PASS will be disqualified from the event. If a session is interrupted by weather, darkness, curfew, or other conditions, the time trial session may be terminated with no make-up runs.

Dial-ins should be placed on the front glass and side windows so that the Tower can read them. They should be large enough and legible, so the tower personnel can read the dial-in easily. Once a pair of cars pass the marked commitment line, they can NO longer change the dial in on their vehicle, unless the normal flow of racing is halted due to rain, track clean up or an incident. **In the event of a re-run, dial-ins may be changed between runs.**

Dial-ins are the sole responsibility of the racer, and no races will be re-run due to incorrect dial-ins or Crosstalk. Once pre-staged, all conditions of the race have been accepted.

If a racer reaches the starting and has dialed outside the limits of their class safety equipment, or certifications, their dial-in will be changed to fall within the ET limits and both racers will be notified of the change.

4.2 BURNOUTS

All pre-race burnouts are restricted to designated areas, using water only. If a contestant's car should break and cannot back up or be pushed back, it is not permitted to turn around on the track and drive back to the starting line. Crossing the center line on a burn out is not a disqualification. No person is permitted to hold or touch cars during burnouts.

4.3 STAGING

A driver must verify dial-in before PRE-STAGING. Once PRE-STAGED, driver accepts all conditions of the race, including whether Crosstalk is ON or OFF. Once vehicles reach the front of the staging lanes for a run, they are considered a pair and must be prepared to fire and race. If a competitor breaks after this point, they will have one minute to fire the car before his competition will receive a competition bye.

If a competitor loses fire after the burnout, they will have approximately 30 seconds to refire and stage the car. The final decision will be up to the starter.

Deep Staging is allowed, in all classes except Super Pro, with the word "DEEP" being written on the window so that their competition and the starter can see it. It is the responsibility of the driver to get in deep without holding up the other competitor. Deep staging is done at your own risk and no race will be rerun due to deep staging. If both cars in a pair are marked as "DEEP", the starter will hold the AutoStart until both drivers have gone deep, otherwise, no accommodations are made for deep staging and starter will not hold the AutoStart.

To be a legitimate race winner, a contestant's vehicle must self-start and self-stage. This rule also applies to single runs. Push starting a vehicle or push staging any vehicle is prohibited. Staging must be done in a forward motion going from pre-stage to stage position.

Once pre-staged, no crew member may touch or perform any function on the vehicle.

The application or use of any device, mechanical or electronic, that permits the driver to ascertain the position of their vehicle in relation to the starting line, is prohibited.

A reasonable amount of time will be permitted for drivers to stage. The starter will determine the time limit. Failure to stage upon the starter's instructions is possible grounds for disqualification. After both drivers have pre-staged OR the Auto-Start has been activated, re-staging for a second time is prohibited. Auto-Start and cross talk will be used at the ET Finals. The Auto-Start system will start once drivers are pre-staged, unless the starter overrides the system.

If both drivers of a race leave the line before the tree is activated, both racers are disqualified. In the final round, the driver leaving second would be declared the winner. If a determination of the driver leaving second cannot be made, the final will be rerun. Leaving prior to tree activation on a bye-run will not result in disqualification.

If both vehicles in a race experience mechanical problems and neither can cross the finish line, both would be eliminated if an earlier DQ (redlight or boundary infraction) had not occurred. If this should occur in a final round, a rerun would be called.

4.4 STARTER'S AUTHORITY

The official starter has the final starting line control of each race as it is being conducted.

4.5 TOW VEHICLES

Tow vehicle use is reserved for Super Pro & ET Motorcycle competitors ONLY

-INDEX?

4.6 LANE CHOICE

If there is a dispute as to who has the lane choice, the staging director will assign a lane or drivers can determine lane choice by the flip of a coin. Otherwise, the odd lanes are left lane and the even lanes are right lane as the competitors come into the staging lanes.

4.7 BREAK-OUT RULES

Contestants who run below their dial-in during eliminations are disqualified with the following exceptions:

1. When an opponent foul starts or crosses a boundary line
2. On a single run
3. When both drivers run under the dial-in, the driver who is the least under is the winner

A break-out beyond class/safety ET minimums is NOT grounds for immediate disqualification or competitor reinstatement.

4.8 TEAM SIZE

Each track may bring two teams consisting of 36 racers. This 36-member team can be a combination of SP, Pro, SPT, MC. In addition, each track may bring up to four (4) High School and four (4) Jr Street racers, and their points will also count toward the team total. Each track is eligible to bring two (2) electric vehicles contestants. These contestants do not earn team points. Beginning in 2025, Street Legal EV will NOT be contested at the World Finals in Las Vegas.

In addition, each track may bring one (1) team of Index racers consisting of up to ten (10) points earners and six (6) blockers (up to 16 total index racers) in 5.30, 5.80, 6.50 and 7.50 Index Classes. These representatives may NOT compete in any other class at the Team Finals, but are eligible to compete in Gambler's Races. Index Team points are kept separately from Summit ET Team Points and run for a separate Wally.

Team rosters must be submitted via a link that will be provided to each track. This will be the only way rosters will be accepted. The deadline for rosters is the Tuesday before the event is scheduled to begin.

Final Team Roster amendments must be finalized by the time registration closes on Thursday, prior to racing on Friday.

Each track is allowed to list two alternates in addition to their 36-member team roster. The alternates may replace a team member until the close of NHRA registration on Friday. The alternates are also eligible to enter the gamblers races.

High School
8
Jr Street
8
per team

4.9 ET BREAKS AND CLASS RULES (All 2026 NHRA rules in effect unless otherwise noted)

SUPER PRO 4.00 TO 7.99 (1/8th mile)

Computer, unless OEM stock, and Stutter boxes – PROHIBITED Delay boxes, transbrake, four-wheel line-loc, automated shifter, throttle control and starting line and or “high side” rev limiters permitted. Data Recorders. – permitted. Lower engine containment device required for all vehicles running 6.39 or quicker.

PRO ET..... 8.50 TO 13.99

Computers, unless OEM stock, Data Recorders, Stutter boxes, Throttle stops and Delay boxes are PROHIBITED. Transbrake/Dual line-loc's are allowed as long as the wiring consists of a single continuous wire from the power source to a switch and a single continuous wire from the switch to the transbrake or line-loc. All Trans-Brake/Line Loc buttons must be NHRA Accepted (List of accepted buttons can be found on NHRA.com). Two step rev limiter – Permitted. Automated shifters– Permitted. NO TOW VEHICLES, Lower engine containment device required for all vehicles running 9.99 or quicker.

SPORTSMAN..... 11.60 TO 19.99

Computer (unless OEM), Data Recorders, Delay boxes, Transbrake, automated shifter (unless OEM), Throttle stops and Stutter Boxes PROHIBITED. Two wheel line loc's only are permitted. Ignition: Single stage, 'high side' rev limiter permitted. Starting line rev limiter prohibited. Rev limiter or any other rpm limiting devices, legal unto themselves but altered or installed in so as to function as a down-track rpm controller prohibited. Crank Trigger is PROHIBITED unless OEM Distributor less ignition. Slicks are permitted and mufflers are optional.

PRO BIKE 7.50 TO 14.00 (electronics)

Same rules apply as in Super Pro (Lower engine containment device not required). Beginning in 2026, Pro Bike will be split between Box & No Box until one remains. See 4.16

HIGH SCHOOL..... 11.60 & SLOWER (no electronics)

Reserved for full bodied cars with full fenders, hood, grille, top, windshield, and functional doors. Nitrous prohibited.

INDEX..... 5.30, 5.80, 6.50, 7.50 (1/8th-mile. .400 Pro Tree)

Door cars only (Motorcycles, Dragsters, Altereds, and Roadsters are not permitted). Must have front clip, hood, grille, and bumper installed. Delay boxes, Electric/Pneumatic Throttle Stops, Stutter Boxes, Timers and similar devices are PROHIBITED. Hard Stops are permitted. After-market Traction Control Devices are PROHIBITED. 5.30 Index limited to 275/60/15 or 28x10.5 (non-W) tires. All other classes are permitted to run any size radial or slick. No racer/car may compete in Index and any other category.

JR STREET.....9.00 & Slower

Approved vehicles must be registered, insured, and street legal, with mufflers and DOT stamped tires (slicks prohibited). If a racer runs faster than 8.50 seconds during class time trials or eliminations, he or she will be disqualified for the remainder of the event. Motorcycles and EVs are prohibited. Vehicle may not be equipped with drive wheel tubs or be back-halved. Roll bars are permitted. Vehicles must also have the correct state issued license plate (dealer tags, paper tags, temporary tags, etc. prohibited), a valid state vehicle registration, a valid state inspection (if required), and proof of current insurance.

The use of any starting line aides (Transbrake, Line lock, Launch control, etc), dataloggers, or computers to monitor wheel speed, driveshaft speed or vehicle acceleration are prohibited.

4.10 RACE OF CHAMPIONS

There will be a "Race of Champions" in each category at the ET Finals with the exception of the Summit EV class & Index. For a track to be eligible, they must have at least five (5) registered participants in the ET Finals. Each track's representative will be determined solely by that track. Car/Bike must be entered in the ET Finals to be able to compete in the Race of Champions.

4.11 HIGH SCHOOL & JR STREET COMPETITORS

The High School class will be open to any high school student that currently holds a valid state driver's license OR a current NHRA Level 7 license. Competitors also must be currently enrolled or have graduated from high school the previous spring semester preceding the current NHRA/Summit Racing Series ET Finals.

Jr Street competitors must be 13-16 years old and be accompanied by a qualified, supervising adult at all times. Jr. Street racers are not permitted to drive in the pits.

High school & Jr Street competitors will not be allowed to enter any other eliminator and must have a permanent NHRA number and membership. The classes will be a footbrake only class and no electronics will be allowed. OEM installed electronics on street-legal entries may be permitted at the discretion of the Tech Department and Race Director.

All participating High School & Jr Street competitors must be teched in by the NHRA Certification Team at the event. Competitors will attend a mandatory technical inspection prior to the first time trial.

4.12 REPLACEMENT VEHICLES

The Event Director has the option of allowing a driver to utilize a replacement vehicle under the following conditions:

1. The original entered vehicle is withdrawn from competition and cannot be reinstated.
2. Replacement vehicle must be fully certified and submitted for full technical inspection when "race ready" prior to continuation of competition. Driver must have a competition license to drive a replacement vehicle if required.
3. A Contestant may be allowed only one vehicle replacement per event.
4. No vehicle replacements are permitted after a driver competes in first round.

4.14 PAIRINGS

Racers will be pulled into the staging lanes in two lines, picking their preferred racing lane. Pairs will be set based on their order in the staging lanes. In the event that two racers from the same track/team are paired together, the staging lanes official will pull one of the competitors from behind to separate them whenever possible.

After coming to a stop in the staging lanes, racers must remain in that spot and be ready to race when their pair reaches the head of the lanes. Attempting to manipulate pairings is prohibited and may result in disqualification.

4.14 PAIRINGS (cont.)

Beginning at 8 entries or less, racers will be placed on a ladder based on R/T from the previous round. The higher qualified car will receive lane choice. Racers will be requalified each round.

4.13 BYE-RUNS

For Round 1, Team Captains will draw for the Wait & See Bye Run during the drawing for ROC ladders. If there is an odd number of cars during R1, it will be awarded to that team.

Beginning with Round 2, bye-runs will be awarded to the best winning reaction time from the previous round. In the event of a tie, the bye-run will be awarded to the driver obtaining the R/T first. No racer may have a second bye-run until all other competitors have had one. (This does not include competition byes where the opponent cannot make the round).

4.14 RACER ENTRIES

1. Multiple entries are not allowed. 1 entry – 1 vehicle. Only one driver will be allowed to drive one vehicle. Two drivers driving the same vehicle in two different eliminators will not be permitted.
2. One driver WILL be allowed to drive in two different eliminators, if they drive two different vehicles. Excluding Index.
3. One driver will NOT be permitted to drive for TWO different tracks, even if it is in two different classes. They may drive for two separate teams of the same track.
4. Each entrant must have competed in a MINIMUM of two events in the current season.

4.15 COMPULINK ET AUTO-START SETTINGS

Stage minimum	Staged to Start	Total + variance	Total time out (05 change)
6	1.1	1.7-1.9	10 second

TRUstart will be used in all classes contested at the ET Finals

4.16 ET MOTORCYCLE

Beginning in 2026, ET Motorcycle (excluding ROC), Box and No Box motorcycles will be run separately until only one remains. When only one remains in either Box or No Box, all racers will be combined to finish the class. Bye-runs will be handled separately between the divisions until the bikes are combined.

Once a racer chooses a division and competes in round one, switching divisions or adding/removing a delay box is PROHIBITED.

5 – TEAM CHAMPIONSHIP POINTS

5.1 TEAM POINTS

Team points will be awarded by giving 1 point per team, per round won by each team member (SP, Pro, Sportsman, MC, HS, JRST). All efforts will be given to not pair team members against each other in the early rounds, but it may be impossible in the later rounds. Byes will be determined by random drawing. See Section 4-17: BYE's

Index team points will be kept separately and will be awarded a separate championship.

If there is a tie for the Team Championship, the tiebreaker will be as follows:
Each Team Member that is involved in the tie will be given points starting from the quarterfinals to the finals. A Quarterfinalist will receive 2 points; A Semi-Finalist will receive 3 points; Runner-up will receive 4 points and a winner will receive 5 points. The Team with the greater number of total points will be deemed the Team Champion.

6– ENTRY FEES AND PURSE

6-1 ENTRY FEES

EVENT CAR AND DRIVER	\$100.00
INDEX CAR AND DRIVER	\$75.00
HIGH SCHOOL CAR AND DRIVER	\$50.00
JR STREET CAR AND DRIVER	\$50.00
TEST N TUNE	\$75.00
EVENT CREW PASS	\$60.00
1-DAY CREW PASS	\$20.00

6-2 PURSE

CATEGORIES	SUPER PRO	PRO ET	SPORTSMAN	PRO BIKE	H/S	INDEX	JR. STREET
WINNER	\$ 5,000.00	\$ 5,000.00	\$ 2,000.00	\$ 1000.00	\$350.00	\$600.00	Small Wally
RUNNER-UP	\$ 1,500.00	\$ 1,500.00	\$ 700.00	\$ 500.00	\$150.00	\$200.00	Plaque
SEMIS	\$ 600.00	\$ 600.00	\$ 300.00	\$ 250.00	\$50.00	\$100.00	
QUARTERS	\$ 300.00	\$ 300.00	\$ 200.00	\$ 100.00			

Beginning with fourth round losers, \$125.00 round money will be paid, increasing \$75.00 each round to quarter-finalist, in SP, PRO & SPT. At quarter-finals, the purse above takes over and no round money will be awarded.

6-3 RACE OF CHAMPIONS

CATEGORIES	SUPER PRO	PRO ET	SPORTSMAN	PRO BIKE	INDEX	H/S	JR. STREET
WINNER	\$ 600.00	\$ 600.00	\$ 600.00	\$ 600.00	\$ 600.00	Trophy	Trophy
R-UP	\$ 250.00	\$ 250.00	\$ 250.00	\$ 250.00	\$ 200.00	Plaque	Plaque
SEMI'S	\$ 100.00	\$ 100.00	\$ 100.00	\$ 100.00	\$ 100.00		

All ROC Winners will receive a Championship Jacket
Racers only competing in ROC class must buy crew pass to cover all days on site