These rules are specific to ET Bracket racing. They do not include specific rules concerning vehicle technical inspection. For technical questions, consult the most current edition of the NHRA rulebook.

1.0   Pre-Race
   1.1   Every effort will be made to give racers an appropriate amount of time for cool-down between rounds. Racers purposefully holding up competition may be disqualified at race director's discretion.
   1.2   Upon reaching the head of the staging lanes, all vehicles must be prepared to fire and race. Failure to fire within an appropriate time limit is grounds for disqualification.
   1.3   Burnouts across the starting line are permitted when designated by category. Vehicles should not cross the starting line under power on any burnout.

2.0   Dial-In/Index
   2.1   It is up to the driver to verify dial-ins prior to staging. Dial-ins will be displayed on reader boards in front of the burnout area and on the scoreboards once the race is set.
   2.2   If the event of a race delay (track cleanup, weather, etc) where both vehicles are backed off and shut off for a significant period of time behind the water box, drivers may change dial-ins.
   2.3   In the event of a rerun where one or both drivers have completed or partially completed a run, drivers may change dial-ins prior to rerunning race.
   2.4   Drivers backed-off and quickly restaged at starter request are not considered delayed or rerun. Dial-ins may not be changed.
   2.5   In categories where "Crosstalk" is utilized, vehicles must have an "N" immediately following the dial-in if the driver **does not** wish to use crosstalk (example: 12.50N).
      2.5.1   Vehicles wishing no crosstalk will show with a minus(-) sign before the dial in on the scoreboard.
         2.5.1.1   The start line display will show no crosstalk as the dial-in with a lower case "n" for dials quicker than 10.00. For dial-ins slower than 10.00, the dial-in will show incorrectly, so check the scoreboard for the correct dial!

3.0   Auto-Start
   3.1   When utilized, Auto-Start will be used during time trials and eliminations.
   3.2   The standard full-tree setting for full tree categories is 6, 1.1 and 10 second timeout fully staged to tree count. This means a roughly 1.7 second count from both racers fully staged to start (there is a small randomizer in the system).
   3.3   The standard pro-tree setting for ET motorcycles is 5, 6 and 10 second timeout fully staged to tree count. This means a roughly 1.1 second count from both racers fully staged to start (there is a small randomizer in the system).
   3.4   Auto-Start is activated upon pre-stage of both vehicles. The countdown timer (for ET racing 10 seconds) begins when the first racer fully stages as long as the other racer has pre-staged.
      3.4.1   In the event that a racer fully stages or deep stages prior to the other racer pre-staging, auto-start will not activate until the remaining racer pre-stages.
   3.5   The typical time-out for Auto-Start in non-pro categories is 10 seconds.
   3.6   The typical time-out for Auto-Start in heads-up pro categories (nitro, pro stock, top alcohol, pro mod) is 7 seconds.

4.0 TruSTART

    4.1 TruSTART compares the reaction times if both vehicles have negative reaction times (red-light).

        4.1.1 When utilized, true-start will award the win to the racer with the negative reaction closer to .000.

        4.1.2 The tree will always count to green for the slower vehicle

            4.1.2.1 If the slower vehicle's reaction is negative(red) and the quicker vehicle's reaction is better, the slower vehicle's tree will change to red and the win light will show in the opposite lane.

            4.1.2.2 If the quicker vehicle's reaction is negative(red) and the slower vehicle's reaction is better, the quicker vehicle's tree will count to red and the win light will show in the opposite lane.

5.0 Disqualification

    5.1 Vehicles missing a round of eliminations, unless they are a laddered bye and have requested to sit out or are asked to sit, are considered losers for the missed round.

    5.2 Vehicles and/or drivers not meeting safety rules for elapsed times and speeds recorded will be disqualified at race director's discretion.

    5.3 Drivers committing unsafe acts or vehicles that exhibit unsafe characteristics under speed will be disqualified at event director's discretion.

    5.4 All races are considered valid when the tree counts down.

        5.4.1 A vehicle that does not leave the starting line, but is fully staged when the tree counts (receives a green light) is considered a winner if:

            5.4.1.1 Opponent fouls

            5.4.1.2 Opponent breaks out

            5.4.1.3 Opponent crosses a boundary or contacts a track fixture (wall, timing block, etc)

            5.4.1.4 Opponent is disqualified for any post-run rules infraction

6.0 Change of Vehicle

    6.1 Vehicle replacement is not permitted during eliminations, including eliminations utilizing a buy-back.

        6.1.1 If an event is rained out and resumed at a much later date, a competitor may use a different vehicle at race director's discretion.

    6.2 Unqualified Categories

        6.2.1 Prior to the beginning of eliminations, drivers may change vehicles provided replacement vehicle has passed tech and meets the specific requirements for the category. Time trials will be provided for the replacement vehicle at event director discretion.

    6.3 Qualified categories

        6.3.1 Drivers competing in a replacement vehicle will have all previous times voided and must re-qualify during designated qualifying sessions.

        6.3.2 Once qualifying is completed, a vehicle may not be replaced.

7.0 Bye Runs

    7.1 Bye runs are determined by ladder position or random draw

    7.2 In the event in an unladdered category where all remaining vehicles have had a bye-run, the next bye will be based on a coin toss.

    7.3 In all-run, unladdered categories, the bye-run driver will wait until the end of the round to determine if a bye is needed. The bye vehicle will race the last vehicle in the lanes if the car count is even. The driver chosen for the bye will receive lane choice.

    7.4 Ladder bye-runs may run at any time in the order.

    7.5 Vehicles pre-selected for a bye run may be asked to sit out the run at the event director's discretion.

7.6   Vehicles may sit out a bye run at driver's option granted that, upon request, the driver fires the vehicle and shows that is could self-stage.

8.0   Pairings/Lane Choice
   8.1   Laddered categories
      8.1.1   In the first round of a laddered category, lane choice is awarded to the higher qualified vehicle.
         8.1.1.1 Lane choice for subsequent rounds will be based on a coin toss.
      8.1.2   All ET categories are paired using a standard NHRA sportsman ladder.

   8.2   Unladdered Categories/Rounds
      8.2.1   Pairings will be based on cards drawn at the head of the lanes if multiple lanes are used.
         8.2.1.1 Lane choice is determined by card. First number pulled will have lane choice.
      8.2.2   In the event only two lanes are utilized, lane assignments may be determined as the lower numbered lane automatically assigned to the left lane
         8.2.2.1 If, at the end of the round, there are multiple cars left in a single lane, they will be assigned lanes by the designated track official.
      8.2.3   A vehicle chosen for a possible bye will receive lane choice against the last vehicle in the lanes if there is to be no bye.
   8.3   Rain Dates
      8.3.1   If no more than a single round of competition has been completed prior to a complete rain-out where the race will not be rescheduled for a significant amount of time (i.e. more than a single day later), the race director may determine that a new ladder will be generated after an additional random-paired round.
      8.3.2   A ladder will not be regenerated if at least one laddered round has been completed before a rain-out.

9.0   Reruns
   9.1   Vehicles must run in the same lanes during a rerun. Dial-ins may be changed.
   9.2   An appropriate amount of time will be afforded racers for cool-down prior to re-running a race.

10.0   Buy-Backs
   10.1   In categories where pairings are based on previous round performance, buy-backs will be seeded into the bottom of the field based on performance.
   10.2   If buy-backs are to race each other with only the winners advancing, pairings will be based on previous round performance. The highest qualified vehicle will receive a bye if there is an odd number of buy-backs
   10.3   If buy-backs are not required to race each other or seed into a ladder, they may enter randomly like a winner.

11.0   Co-Drivers
   11.1   During ET Series events, co-drivers are permitted only in the Trophy category provided vehicle is slower than 14 seconds.
      11.1.1   Co-drivers must be at least 16 years of age.

12.0 Collecting Points

    12.1 Points are collected at a specific number of events during the season.

        12.1.1 Normally there will be at least one extra race during the season. This allows for a low score to be replaced.

    12.2 Ties will be broken by counting all points earned during the season. If a tie still exists, qualifying position at the final race of the season, where all vehicles are laddered, will be utilized.

    12.3 Points are earned based on the size of the first round using the points listed below.

Field	R1	R2	R3	R4	R5	R6	R7	RU	WIN
<4	303							404	505
5-8	302	403						504	605
9-16	301	402	503					604	705
17-32	300	401	502	603				704	805
33-64	300	400	501	602	703			804	905
65-128	300	400	500	601	702	803		904	1005
129-up	300	400	500	600	701	802	903	1004	1115

    12.4 Points are awarded based on the round where a racer loses.

        12.4.1 If a racer does not appear in a round, they are considered a loser for points purposes.

    12.5 If a racer breaks prior to eliminations and requests a raincheck, they receive no points

        12.5.1 If a racer does not request a raincheck, they will receive first round loser points provided they tell the tower.

    12.6 Points are not awarded for qualifying position during all but the final event

        12.6.1 The qualifying position at the final event is used for a tie-breaker.