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**Rules of the road**

**Super Comp (MASCA)**

* All NHRA Super Comp Rules apply which a few changes:
* NHRA .370 pro tree. (what is used at the NHRA Events)
* No added performance enhancers are allowed (NOS, Etc). If a bottle is attached to a car the line or the bottle must be detached.
* No flickering of the top bulb is permitted. If you are found to flicker the top-bulb in eliminations and the tree activates you will automatically be disqualified for that round per the MASCA President
* No Deep-Staging. If a racer deep-stages and their opponent leaves before the tree is activated it will become a double DQ and result in a bye-run for the next round.
* If on a bye-run as long as the driver places both bulbs on, per NHRA this is considered a stage and will be allowed to move to the next round of competition
* All higher qualified cars have lane choice- FIRST ROUND ONLY. You will be placed on a NHRA ladder beginning with 1st round based on your qualifying results. The better of your two runs closest to the 8.90 index without going under will count. Second Round will be a coin toss between competitors.
* The starter will back any racer that breaks the courtesy staging rule one time only during time shots. During eliminations this will be treated as an infraction and the racer will be disqualified resulting in a bye run.
* You must back-up under your own power after a burnout. If your car stalls or loses reverse, you cannot be pushed back
* All cars will qualify for first round ladder. Any car entering which has not had a qualifying run (late entry) will be placed at the bottom. Once the tower prints the ladders, no more qualifying runs will be allowed.
* If you have breakage with your car and choose not to compete in round 1 you must tell the president ASAP. If you break you will not be taken off the ladder and your opponent will receive a bye-run.
* If you make no passes down the track, say you blow the motor during warmups, get sick or have an emergency at home - you will get your 100% payback from the series as long as you’ve already registered ($80). Gate fee will have to be discussed with track management.
* If you make one pass you’re considered on the ladder. If something happens during that pass and you can’t make 1st round you will get 1/2 you fee back ($40)
* If you make both qualifying passes and something happens to you, you will not get a refund.
* If you have no intention of running with MASCA that day, please pull off into the Test & Tune Lane. Do not line up in the lane with us. Once you make a time shot you are placed on the ladder.
* All cars must pass a track tech inspection prior to racing. If you fail, you will NOT be allowed to race until the problem is fixed!
* -Racer entry fee is $80 to be paid to Rob Keister prior to your second qualifying run, $30 Gate Fee that goes towards the track to pay for personal, glue, lights, etc.  
  -$80 points registration fee per driver (once annually). You do not need to be a member to run with us but, if you win or runner-up you will automatically become a member. You will get 1 .90 T-Shirt and 2 Stickers with your registration.
* If the weather becomes a factor all efforts will be made to complete the race on that day or until track conditions become where we cannot finish (Safety). At least 1 round of competition must be completed for points to count. If you have earned bye-run for the next round you will only get points if you stage the car under its own power to receive the next rounds points. If time is a factor there is a chance, we may go to 1 time run to get the event completed. If we are paired for 1st round and weather become a factor we will cancel the event and ONLY be made up if we lose 3 or more events. The only reason we will continue a race into the next or following race is if we are in the semi-finals or finals.
* ALL TRACK DECISIONS & DISQUALIFICATIONS WILL BE MADE BY THE STARTER, TRACK OFFICIALS AND MASCA PRESIDENT.
* Excessive braking or skidding of tires at the finish line will not be permitted. This is an unsafe practice and will lead to a warning at first and DQ is a second occurrence happens. If the first infraction is serious enough that you crash or come close to hitting your opponent, you will be DQ from that event and receive a 1 race suspension and put on probation.
* If you receive a bye-run in eliminations, you may make a full run or just break the beam. Either way there is no infraction into the following round as far as lane choice, etc.
* All payouts are based on how many cars run first round. Due to breakage and paying back the racer, we cannot base it off total cars. So, if 34 enter, 2 breaks, the payout is based on 32 cars.
* **LAST BUT, NOT LEAST HAVE FUN!!!!**

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**Rules of the road**

**Super Gas (MASGA)**

* All NHRA Super Gas Rules apply which a few changes:
* .400 pro tree.
* No added performance enhancers are allowed
* No flickering of the top bulb is permitted. If you are found to flicker the top-bulb in eliminations and the tree activates you will automatically be disqualified for that round per the MASCA President
* No Deep-Staging. If a racer deep-stages and their opponent leaves before the tree is activated it will become a double DQ and result in a bye-run for the next round.
* If on a bye-run the racer leaves before the tree is activated, the driver will be DQ and result in a bye for the next round opponent
* All higher qualified cars have lane choice- FIRST ROUND ONLY. You will be placed on a NHRA ladder beginning with 1st round based on your qualifying results. The better of your two runs closest to the 9.90 index without going under will count. Second Round will be a coin toss between competitors.
* The starter will back any racer that breaks the courtesy staging rule one time only during time shots. During eliminations this will be treated as an infraction and the racer will be disqualified.
* You must back-up under your own power after a burnout and cannot cross the line. If your car stalls or loses reverse, you cannot be pushed back
* All cars will qualify for first round ladder. Any car entering which has not had a qualifying run (late entry) will be placed at the bottom. Once the tower prints the ladders no qualifying runs will be allowed.
* If you have breakage with your car and choose not to compete in round 1 you must tell the president ASAP. If you break you will not be taken off the ladder and your opponent will receive a bye-run. Once paid for the weekend:
* If you make no passes down the track, say you blow the motor during warmups, get sick or have an emergency at home - you will get your 100% payback from the series as long as you’ve already registered ($80).
* If you make one pass you’re considered on the ladder. If something happens during that pass and you can’t make 1st round you will get 1/2 you fee back ($40)
* If you make both qualifying passes and something happens to you, you will not get a refund.
* If you have no intention of running with MASGA that day, please pull off into the Test & Tune Lane. Do not line up in the lane with us. Once you make a time shot you are placed on the ladder.
* All cars must pass a track tech inspection prior to racing. If you fail, you will NOT be allowed to race until the problem is fixed!
* -Racer entry fee is $80 to be paid to Rob Keister prior to your second qualifying run, $30 Gate Fee that goes towards the track to pay for personal, glue, lights, etc.  
  -$80 points registration fee per driver (once annually). You do not need to be a member to run with us but, if you win or runner-up you will automatically become a member. You will get 1 .90 T-Shirt and 2 Stickers with your registration.
* If the weather becomes a factor all efforts will be made to complete the race on that day or until track conditions become where we cannot finish (Safety). At least 1 round of competition must be completed for points to count. If time is a factor there is a chance we may go to 1 time run to get the event completed. If we are paired for 1st round and weather become a factor we will cancel the event and ONLY be made up if we lose 3 or more events. The only reason we will continue a race into the next or following race is if we are in the semi-finals or finals.
* ALL TRACK DECISIONS & DISQUALIFICATIONS WILL BE MADE BY THE STARTER, TRACK OFFICIALS AND MASCA PRESIDENT.
* Excessive braking or skidding of tires at the finish line will not be permitted. This is an unsafe practice and will lead to a warning at first and DQ is a second occurrence happens. If the first infraction is serious enough that you crash or come close to hitting your opponent, you will be DQ from that event and receive a 1 race suspension and put on probation.
* If you receive a bye-run in eliminations, you may make a full run or just break the beam. Either way there is no infraction into the following round as far as lane choice, etc.
* All payouts are based on how many cars run first round. Due to breakage and paying back the racer, we cannot base it off total cars. So, if 34 enter, 2 breaks, the payout is based on 32 cars.
* **LAST BUT, NOT LEAST HAVE FUN!!!!**



**Rules of the road**

**Super Street (MASSA)**

* All NHRA Super Street Rules apply except...  
  -No weight minimum
* .500 heads-up pro tree (True .500 Pro Tree)
* All Races are run on 1/4-mile tracks (10.90 Index)   
  -Reserved for full-bodied cars with full fenders, hood, grille, roofs, windshield, and  
  functional doors.
* Open-wheel altered, roadsters, dragsters, Funny Cars, or motorcycles prohibited.
* All cars must pass a track tech inspection prior to racing. If you fail, you will NOT be allowed to race until the problem is fixed!
* -Racer entry fee is $80 to be paid to Rob Keister prior to your second qualifying run, $30 Gate Fee that goes towards the track to pay for personal, glue, lights, etc.  
  -$80 points registration fee per driver (once annually). You do not need to be a member to run with us but, if you win or runner-up you will automatically become a member. You will get 1 .90 T-Shirt and 2 Stickers with your registration.
* No flickering of the top bulb is permitted. If you are found to flicker the top-bulb in eliminations and the tree activates you will automatically be disqualified for that round per the MASCA President
* No Deep-Staging is permitted. If a racer deep-stages and their opponent leaves before the tree is activated it will become a double DQ and result in a bye-run for the next round.
* If on a bye-run the racer leaves before the tree is activated, per NHRA as long as both bulbs are lit, that driver will not be DQ’ed
* All higher qualified cars have lane choice- FIRST ROUND ONLY. You will be placed on a NHRA ladder beginning with 1st round based on your qualifying results. The better of your two runs closest to the 10.90 index without going under will count. Second Round will be a coin toss between competitors.
* The starter will back any racer that breaks the courtesy staging rule one time only during time shots. During eliminations this will be treated as an infraction and the racer will be disqualified.
* You must back-up under your own power after a burnout. If your car stalls or loses reverse, you cannot be pushed back
* All cars will qualify for first round ladder. Any car entering which has not had a qualifying run (late entry) will be placed at the bottom.
* If you have breakage with your car and choose not to compete in round 1 you must tell the president ASAP. If you break you will not be taken off the ladder and your opponent will receive a bye-run.
* If you make no passes down the track, say you blow the motor during warmups, get sick or have an emergency at home - you will get your 100% payback from the series as long as you’ve already registered ($80).
* If you make one pass you’re considered on the ladder. If something happens during that pass and you can’t make 1st round you will get 1/2 you fee back ($40)
* If you make both qualifying passes and something happens to you, you will not get a refund.
* If you have no intention of running with MASSA that day, please pull off into the Test & Tune Lane. Do not line up in the lane with us. Once you make a time shot you are placed on the ladder.
* All cars must pass a track tech inspection prior to racing. If you fail, you will NOT be allowed to race until the problem is fixed!
* -Racer entry fee is $80 to be paid to Rob Keister prior to your second qualifying run, $30 Gate Fee that goes towards the track to pay for personal, glue, lights, etc.  
  -$80 points registration fee per driver (once annually). You do not need to be a member to run with us but, if you win or runner-up you will automatically become a member. You will get 1 .90 T-Shirt and 2 Stickers with your registration.
* If the weather becomes a factor all efforts will be made to complete the race on that day or until track conditions become where we cannot finish (Safety). At least 1 round of competition must be completed for points to count. If time is a factor there is a chance we may go to 1 time run to get the event completed. If we are paired for 1st round and weather become a factor we will cancel the event and ONLY be made up if we lose 3 or more events. The only reason we will continue a race into the next or following race is if we are in the semi-finals or finals.
* ALL TRACK DECISIONS & DISQUALIFICATIONS WILL BE MADE BY THE STARTER, TRACK OFFICIALS AND MASCA PRESIDENT.
* Excessive braking or skidding of tires at the finish line will not be permitted. This is an unsafe practice and will lead to a warning at first and DQ is a second occurrence happens. If the first infraction is serious enough that you crash or come close to hitting your opponent, you will be DQ from that event and receive a 1 race suspension and put on probation.
* If you receive a bye-run in eliminations, you may make a full run or just break the beam. Either way there is no infraction into the following round as far as lane choice, etc.
* All payouts are based on how many cars run first round. Due to breakage and paying back the racer, we cannot base it off total cars. So, if 34 enter, 2 breaks, the payout is based on 32 cars.
* **LAST BUT, NOT LEAST HAVE FUN!!!!**

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It is the driver's responsibility to see to it that:

1. All Entry Fees must be paid before the 2nd qualifying shot. If you do not pay before 1st round, we will not count on the ladder.
2. Tech cards must be filled in properly and turned in to the track tech official (not myself)
3. Time slips have proper car number on them.
4. Once you are paid it is your responsibility to put your name and car # on the sheet at the .90 trailer.

Disciplinary action for rule infractions:

* A warning will be issued at first to the racer or crew member. An automatic suspension may ensue if the racer becomes belligerent with the president, track owner or track official. This is only at a .90 Race. I cannot and will not control issues that happen at a NHRA event and boil over to a .90 event, unless it effects how my races are run.
* Also any infractions with a track official may result in suspension from the track or suspension of NHRA License.
* I’m also not the social media police, if you have an issue with a racer and it’s brought to my attention that you were bad mouthing or trashing the association on social media, I will address it as needed. I will not address personal issues between two racers. We are all grown-ups, if you can’t address it one on one, face to face between each other then I know a good consular.
* **First offense- 1 race suspension**
* **Second offense- 5 race suspension**
* **Third offense- 1-year suspension**