

Alaska Speed Week Rules

WHAT IS ALASKA SPEED WEEK?

Alaska Speed Week is a drag n drive competition where street-legal drag-race cars and motorcycles run quarter-mile time trials at designated locations along the Alaska Highway system. They drive on public roads between locations for a road trip of 700-plus miles unassisted by support vehicles. It's the ultimate Alaskan road trip.

DRIVER REQUIREMENTS

- Racers must possess a government-issued, current, valid driver's license.
- All drivers must sign a liability waiver during registration.
- If the driver is not the car owner, the driver must have all required documents (as stated below) and must attest as stated in the waiver that they have the car owner's permission to be in possession of and to race the vehicle.
- Racers must be at least 16 years of age to race. If racers are at least 16 years of age, but under 18 years of age, their custodial parent, or legal guardian, must be in attendance with them during onsite tech and registration, as well as for the duration of the event. Both the custodial parent and child will be required to appear in person during tech and registration to sign the releases and waivers onsite.
- Any racer intending to run elapsed times and speeds that require an NHRA or IHRA license, per the guidelines in the NHRA or IHRA rule book, must be qualified and must have obtained the required license by the sanctioning body.
- Multiple drivers for the same car are permitted provided that all drivers meet the requirements. Extra drivers require the purchase of an extra driver's wristband.
- Cars with multiple drivers are not eligible for more than one finishing position
- Cars with multiple drivers Each Driver needs to register in a different class.

CONDUCT

- Any participant found under the influence of alcohol or narcotics during competition is subject to immediate disqualification and removal from the event, as well as the potential for being banned from future events.
- Participants shall adhere to local and State rules, regulations, and laws. Alaska SpeedWeek reserves the right to remove and/or ban participants at their discretion.
- Unsportsmanlike conduct or actions to be unsafe as deemed by the Race Director or other event official may result in disqualification or removal from the event, as well as the potential for being banned from future events.

SIGN-IN AND TECH DAY FOR PRE-REGISTERED ENTRIES

- Competitors are required to sign in and get in the tech inspection line before 1:00 pm local time on Day 1. This is a firm cutoff time.
- Reminder: registrations are not transferrable or refundable, so you cannot take another person's entry and use it for yourself.
- During registration and tech, you must have the vehicle registration and proof of insurance for the car that will be racing. All documents must be current and in good standing. **No exceptions.**
- Each entrant must declare the names of up to three passengers in the car, and they will be wrist-banded.

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- Each vehicle may only compete in one class. When registering, you must state your intended class, and class changes are not allowed after the first day of racing.
- There will be a mandatory driver/passenger meeting held before racing begins.
- The track will have a space where trucks and trailers may be left behind during competition.
- Competitors must secure their trucks and trailers there within 30 minutes of the end of the drivers' meeting.
- Access to the truck-and-trailer area will not be available until after the close of racing, except for racers who have forfeited from the competition and need to pick up their rigs during normal business hours.

DAILY RACE PROCEDURES

- Competitors may be safety teched at the discretion of each dragstrip before running. All drivers must be present for the inspection.
- Competitors will be allowed to make as many passes as possible each day on a first-come, first-served basis until the Race Director announces that the staging lanes are closed.
- In case of time or weather delays, the number of passes for each competitor may be limited at the discretion of the Race Director.
- Every competitor must complete each track day within the times specified by the Race Director in order to remain in competition. To complete a track day, a competitor's car must stage under its own power and take the green light. Entries that take the green but are unable to complete a full dragstrip pass will be given an e.t. of 20 seconds for the day.
- If a competitor misses a track day and is out of the running, he or she may be able to make exhibition runs during the remaining days if time allows, and at the Race Director's discretion.
- Alaska Speed Week uses a 0.400 Pro tree.
- It is the competitors' responsibility to hand in their time slips to the specified staffer each day before leaving the track. Once a slip is handed in, no other time slip will be honored that day. The e.t. and mph on the time slip may not be quicker or faster than the car's tech speed.
- If an entrant needs to drop out of competition at the drag strip, he or she is requested to notify the staff that is collecting time slips.

THE ROUTE, THE CHECKPOINTS

- The on-road drive is part of the competition; following the specified route is mandatory. Traffic, potholes, road construction, gravel, and winding roads should be expected.
- In the event that a day of racing is rained out, competitors are still required to drive the entire route and must check in during the specified hours at the dragstrip in order to remain in competition and to receive information about the schedule and driving directions to the next track.
- Each day's drive has at least one mandatory checkpoint. Each entrant is required to carry a smartphone or camera that must be used to photograph the car at each checkpoint. Each driver is required to post the picture to social media with the required #s for that checkpoint. Each competitor's social media will be checked as time slips are handed in to verify that participants have passed through all the required checkpoints.
- Host hotels will be posted on akspeedweek.com. Competitors are not required to stay at host hotels and may stop anywhere they wish along the way as long as the entire route is followed.

PROTESTS

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- Protesting another racer requires detailing the rule infraction in writing, submitting a \$100 fee, and supplying any evidence, including photos or video. If the protest is upheld or negated by forfeiture, the \$100 is returned. If the protest is not upheld, the \$100 goes to the racer being protested.
- All protests are decided on by the Race Director, and the decision is final. The Race Director may apply, or not apply, rules at their discretion.

FINALS RAINOUT CONTINGENCY

- In the event the finals are rained out, event officials will determine if the competition will continue on a rain date the following day or if Speed Week winners will be determined by the competition results ending the prior day.

WORKING ON COMPETITION VEHICLES

- Competitors may borrow or buy parts, tools, supplies, or fuel from each other and may help each other with manpower only on an impromptu basis.
- Vehicles entered with the obvious intent of supporting another competitor with parts, tools, supplies, fuel, or manpower subject both entries to disqualification at the Race Director's discretion. It is not our intent to keep friends from helping friends but to prevent entries from acting as support vehicles for other competitors.
- If an entry receives regular, daily assistance from any person who is not a registered passenger in that entry's car, that person is considered illegal support.
- If an entry uses parts, tools, supplies, or fuel from another competitor or another non-competition vehicle on a daily basis, that is considered illegal support.
- Helpers may not lead or follow in separate vehicles.
- Ordering parts and having them delivered during the event to fix unforeseen problems is allowed.

NO TRAILERS, NO SUPPORT VEHICLES

- Vehicles in competition may not be led or followed at any distance by support vehicles of any kind. A support vehicle is one used to supply, or with the intent of supplying, any rescue efforts or to carry anything for a competitor, including luggage, tools, fuel, repair parts or spares, and helpers or crew. Support vehicles towing just-in-case trailers are not allowed.
- All vehicles must be driven under their own power during the entire competition and may not be towed, trailered, pushed, or hauled at any time. The exception is in the event of an emergency in which a vehicle needs to be removed from the roadway or other dangerous situation, in which case assistance may be used to move the car a short distance to a safe area, for example, to the next highway exit.
- A Speed Week phone number will be supplied to participants. If an entrant wishes to forfeit the competition by loading the vehicle on a trailer or otherwise enlisting an illegal support vehicle, the number must be called to notify the staff of the forfeiture immediately.
- Violation of the support vehicle and crew rules is cause for immediate disqualification at the Race Director's discretion.

RV's/MOTORHOMES

- Motorhomes may travel to overnight locations separately to provide accommodation but not be used as a support vehicle to carry tools, fuel, repair parts or spares or helpers or crew.

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- Motorhomes are required to park in designated parking areas not in the pits.

TRAILERS AND CARGO ON COMPETITION VEHICLES

- Each competition vehicle may tow a single-axle cargo trailer to carry tools, supplies, and spare parts.
- Trailers may not contain any components that contribute to cooling, charging, oiling, or fueling the competition vehicle while the trailer is being towed.

VEHICLE RULES FOR ALL CLASSES

- All entries must have current and legal vehicle registration and insurance with paperwork that matches the VIN and license plate on the car. No dealer or manufacturer plates are allowed.
- No rental cars allowed.
- Vehicles in competition must have functional headlights, taillights, brake lights, turn signals, horn, and a rearview mirror. Headlights must be of OE-type design.
- Equipment rules apply to both the street and track portions of the event.
- All vehicles (except motorcycles) with an e.t. of 9.99 or less should have a fluid containment system (either a diaper or fluid containment pan) while on the race track.
- All vehicles must meet NHRA safety rules for the e.t. and speed they are capable of, and drivers must be IHRA or NHRA licensed if required. Sick Week officials will not accept time slips that are quicker or faster than the car or driver's teched legal e.t. and mph. Running quicker than the safety equipment or driver's race license allows is cause for disqualification at the discretion of the Race Director.
- Swapping engines so that one is used for the dragstrip and another for the on-road drives is not allowed. One long block is to be used for the entire competition, barring the need for impromptu repairs.
- Beam breakers are not allowed. Beam breakers are defined as protrusions from the front of the vehicle that extends past the profile silhouette of the body.
- Vehicles in all classes may use any fuel provided the car and the driver have the required safety equipment required by the NHRA for that fuel type.
- It is the responsibility of the racer to know and comply with the rules; passing tech inspection does not constitute a right to remain in competition if rules violations are discovered later.
- Vehicles with rule variations may be classified at the Race Director's discretion.
- Entries that are disqualified from competition are not eligible for a refund of registration fees.

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UNLIMITED

- Unlimited is the most radical class and has no restrictions on modifications except for those listed in “Vehicle Rules for All Classes” under the Speed Week ruleset.

NATURALLY ASPIRATED

- As per Unlimited, no power adders (turbochargers, superchargers, nitrous, etc.) are permitted.

STICK SHIFT

- For manually shifted cars.

PRO DY0 (DIAL YOUR OWN)

- Racers are required to hand in one time slip per day between or dead on 8.500 and 9.999. The winner will be the racer with the smallest spread of times throughout the week. For example, handing in slips of 9.501, 9.493, 9.525, 9.491, and 9.526 would be a spread of 0.035
- CHASSIS
 - Must be teched quicker than 10.00.

DY0 (DIAL YOUR OWN)

- Racers are required to hand in one time slip per day above or dead-on 10.000. The winner will be the racer with the smallest spread of times throughout the week. For example, handing in slips of 10.501, 10.493, 10.525, 10.491, and 10.526 would be a spread of 0.035. In the event of a tie, the winner will be the racer with the quickest overall average for the week.

MOTORCYCLES

- All road-registered motorcycles permitted.