



2018 Shakedown Class Rules

(Updated 8-14-18, R5)

General Rules and Race Procedures

All competitors must follow these general rules and race procedures in addition to the rules for their particular class.

Driver/Vehicle

All NHRA safety rules, license and chassis certification requirements are in effect.

Shakedown Class Decal

Class decals will be provided upon completion of tech and must be placed in front windshield or rear window. Decal may be cut to fit.

Team & Crew Uniforms

It is recommended that any crew member on the starting line be in uniform.

Rule Revisions

In order to maintain a level playing field, Summit Motorsports Park will monitor the performance numbers of the numerous combinations and power adders found in this event. It may be necessary to adjust the minimum weights, ground clearance and wheelbase to help promote class parity.

Disputes

All event directors' decisions are final. Event directors include the race director, tech director and the official starter.

Multiple Entries/Driver Changes

The vehicle may only be entered in one class, by one driver, for the duration of the event. If there is a driver change, the event director must be notified, and previous qualifying runs will be forfeited.

Starting line Credentials

Only the crew of the current competing pair is allowed in the starting line area. Crewmembers must display restricted area credentials to be on the starting line.

Racer Payout

Racer payout is located in Guest Services on the Budweiser side of the track at the north end of the Quarter Mile Clothing Company.

Call to Lanes

Cars will be called to the lanes by class. If driver or vehicle are not ready to compete when called upon, the opponent will be granted a competition single.

Waste Oil

Collection centers are provided throughout the pits. Waste oil must be dumped in these bins. Contaminated oil must be placed in provided barrels marked CONTAMINATED OIL. Contamination means ANYTHING BUT PURE USED ENGINE OIL (brake clean, carb clean, anti-freeze). Safety-Kleen provides collection as a courtesy. Please respect the service.

Oil Containment

All vehicles will be required to utilize an engine oil-retention device. The lower engine containment device must cover the sides of the block and pan up to one inch of the head-mating surface and extend within 1-1/2 inches of the front and rear of the cylinder case area. A belly pan may be used in lieu of a device attached to the engine. The belly pan must extend from frame rail to frame rail and extend forward of the harmonic balancer and to the rear of the engine block and must incorporate a minimum 2-inch-high lip on all sides. A nonflammable, oil-absorbent liner is mandatory inside of the retention device. Any device that fails to perform as required must be replaced or repaired to the satisfaction of the technical staff prior to any further runs.

**Open Comp class – While oil containment devices are strongly encouraged in all classes, they are not mandatory in open comp!*

Race Procedures

Qualifying

Qualifying lane assignments will be given in tech and marked on your run card. It is mandatory to alternate lanes after initial qualifying pass.

On a qualifying run, if a contestant properly starts, stages and receives the starter's signal but breaks to the point where the run is not completed, a time of 28 seconds is issued and is considered a valid qualifying run.

**Should more than one contestant break prior to completing a run and an insufficient number of open sports are available on the ladder, the order of insertion onto the ladder would begin with the contestant who made the qualifying attempt first.*

Once past the ready line, your attempt at qualifying has begun. Your attempt MUST happen at this point.

There will be four (4) official qualifying sessions unless legitimate circumstances prevent it; i.e. inclement weather, etc.

Eliminations

During eliminations, lane choice goes to the higher qualifier first round. After the first round, lane choice goes to the lower E.T. from the previous round.

Staging

Once a vehicle reaches the front of the staging lanes for a run, it must be prepared to fire and race. To be a legitimate racer winner, a contestant's vehicle must self-start and self-stage. A time not to exceed thirty (30) seconds will be permitted for drivers to stage.

Single Run

In situations where a driver is making a single run, he or she is considered the winner once he or she stages and receives the start signal or is declared the winner by the official starter. If a competitor crosses the boundary line on a single run, the elapsed time is voided for lane-choice determination.

Burnout

Burnouts over the line are allowed.

Scales

During qualifying & eliminations, all participants must stop at scales for weight check to validate run. If a car fails to make weight, the contestant is disqualified and their opponent is given the round win unless the opponent also fails to make legal weight or fails to stop at weight check. Competitors are responsible for verifying their weight before each run.

Towing

All vehicles may be towed to and from pits.

Weights

At initial tech inspection, inspector will review your combination and calculate your minimum weight. The tech inspector will place the minimum weight on your tech card. This weight will be placed on your right-side passenger window and sealed.

It is the driver/owner's responsibility to verify the correct combination is on the window for the scale operator and must sign the tech card to verify the combination and calculated weight minimum. All weights include the driver.

Aeromotive Pro Mod

(revised 7/6/18)

Class Overview

Pro Line Racing Pro Mod is a class designated for American production vehicles and is the most powerful class at Shakedown. All engine combinations are allowed to use gasoline or methanol fuel. The use of nitromethane is prohibited. All entries must fit current NHRA and PDRA Safety Rules. All entries must have current NHRA license and current NHRA Chassis Certification.

Designation

PM followed by permanent number

Racing Format

Aeromotive Pro Mod is a ¼ mile class and will be run on a .400 pro tree. This class will qualify a 16-car field and place them on an NHRA pro style Ladder. Compulink Autostart is in effect.

Autostart Settings: Stage to Minimum: 0.5, Stage to Start: 0.3, Timeout is 7 seconds. Courtesy staging will be enforced.

Engine

Any Combination allowed, limited to a Single Power Adder

<u>POWER ADDER</u>	<u>OVERDRIVE/BOOST</u>	<u>ENGINE</u>	<u>BASE WEIGHT</u>
Roots <i>Note: Maximum size supercharger 14-17</i>	No overdrive limit	No cubic inch limit	2500
C Rotor Screw <i>Note: Entries using 92% overdrive or less may deduct 50 pounds</i>	No overdrive limit	No cubic inch limit	2700
D Rotor Screw <i>Note: Entries using 108% overdrive or less may deduct 50 pounds</i>	No overdrive limit	No cubic inch limit	2650
Whipple Supercharger <i>Note: Entries using 66% overdrive or less may deduct 50 pounds</i>	No overdrive limit	No Cubic inch limit	2700
Turbo <i>Note: Maximum Turbo Size Twin: 88mm; Single: 128mm. NO lock-up Torque Convertors.</i>	No boost limit	No cubic inch limit	2650
Nitrous	N/A	960 cubic inch max	2375

Body

Steel, aluminum, fiberglass and carbon fiber bodies and body parts are allowed as long as the car retains its original appearance and profile. Wheel well openings can be modified for tire clearance. The driver and passenger doors must be fully operational and must open from the outside.

Oil Retention Device

Required (See General Rules and Race Procedures)

Drivetrain

Any transmission type; No direct drives

Suspension

Must have working shocks. Modifications may be made to suspension

Chassis

Vehicle must have current NHRA chassis certification appropriate for ET, speed and weight

Tires

Unlimited

**RULES ARE SUBJECT TO CHANGE AT ANY TIME WITHOUT NOTICE IN ORDER TO KEEP PARITY
IN THE CLASS.**

Guaranteed Purse

Aeromotive Fuel Systems Pro Mod (16-car field)	Payout
Winner	\$40,000
Runner-Up	\$5,000
Semi's	\$3,000
Quarter's	\$1,500
8's	\$1,000
16's	\$675
Total Purse	\$66,600

The G Force Race Cars Resolution Racing Services Money Shot

Class Overview

The Money Shot is a quarter-mile class designated for American production vehicles and is the most powerful class at Shakedown. All engine combinations are allowed to use gasoline or methanol fuel. The use of nitromethane is prohibited. All entries must fit current NHRA and PDRA Safety Rules. All entries must have current NHRA license and current NHRA Chassis Certification.

Designation

\$\$ followed by permanent number

Racing Format

This class will be run on a .400 Pro Tree. Compulink Autostart is in effect. Autostart Settings: Stage to Minimum: 0.5, Stage to Start: 0.3, Timeout is 7 seconds.

Rules

This is a no rules category! However, in order to be eligible for the Money Shot, Pro Mod Entries must be entered in Pro Mod (*tech card purchased*) AND make **at least one attempt at qualifying** (in Pro Mod) in the rules set that fits their power adder category.

Winner

At the end of qualifying (not to exceed four sessions) a winner will be determined by the quickest run made during all sessions

RULES ARE SUBJECT TO CHANGE AT ANY TIME WITHOUT NOTICE IN ORDER TO KEEP PARITY IN THE CLASS.

Guaranteed Purse

The Money Shot	Payout
Winner	\$ 5,000.00
<i>Total Guaranteed Purse</i>	\$ 5,000.00

Atomizer Racing Injectors Outlaw 10.5

(revised 4/2/18)

Class Overview

All Outlaw 10.5 entries must have current NHRA license and current NHRA chassis certification.

Pro-Mod Cars NOT allowed (at discretion of Tech Director).

Designation

OL followed by permanent number

Racing Format

Atomizer Racing Injectors Outlaw 10.5 is an 1/8-mile class run on a .400 pro tree. This class will qualify 16-car field and placed on an NHRA pro style ladder. Compulink Autostart is in effect.

Autostart settings: stage to minimum: 0.5, stage to start: 0.3, Timeout is 7 seconds.

Deep staging allowed, but starter will not wait for racer to get deep. Auto-start will be on at ALL times. Once both vehicles are pre-staged either side stage light will activate a seven (7) seconds to stage. If you fail to stage within that time the tree will automatically activate, and you will be disqualified. Disqualifications will be based on a first or worse basis in accordance with the NHRA rulebook. Controversial decisions not covered by the NHRA rulebook will be determined by the event director's.

Engine

Single power adders only.

Oil Retention Device

Required (See General Rules and Race Procedure)

Weights:

All minimums are with car and driver

Naturally Aspirated

- No size limit & no minimum weight.

Nitrous

- Small Block stock bore spacing NO MINIMUM WEIGHT.
- Small Block non-stock bore spacing 2150 lbs. (deduct 100lbs. for less than 550 CI).
- Big Block 4.84 & 4.90 bore spacing 2150 lbs. (deduct 100 lbs. for less than 550 CI).
- Big Block 5.00 bore spacing 2550 lbs.
- Big Block 5.20 bore spacing 2600
- Big Block 5.30 bore spacing 2650 lbs., Max engine size 1,000 CI.

Turbo Charged & Super Charged

- Single Turbo Small Block 2500 lbs. Big Block 2700.
- Twin Turbo 91mm-94mm Small Block 2650 lbs. Big Blocks 3000 lbs.
- Twin Turbo 88mm & smaller small block 2550 lbs. Big Blocks 2900 lbs.
- Turbo Charged Big Block less than 550 CI utilizing a stock bore space block (*deduct 100 lbs.*)
- Centrifugal Superchargers Small Block 2500 lbs. Big Block 2700 lbs. (*deduct 100 lbs. for stock bore space less than 551 CI*)
- Twin centrifugal Superchargers Small Block 2700 lbs. Big Block 3000 lbs. (*deduct 100 lbs. for stock bore space less than 550 CI*)
- Roots Supercharger Small Block 2500 lbs. Big Block 2700 lbs.
- Screw Supercharger maximum engine size 540 CI, maximum overdrive 122% "C" rotor 3000 lbs. maximum overdrive 125% "D" rotor 2850 lbs.
- Turbo charged or Supercharged with conventional (non-hemi) heads deduct 100 lbs.
- 4 & 6-cylinder alcohol & intercooler permitted. 350 CI & smaller no minimum weight, 351-499 CI will be required to run at small block weights, 500-670 CI will be required to run at big block weights
- Maximum engine size on all turbo charged entries is 670 CI.
- Any turbo charged or supercharged combination utilizing a big block with bore spacing larger than 5.00 & non-stock bore space small blocks add 100 lbs. to above weights.

Weight adders/deductions

- +100lbs – Double frame rail forward of firewall
- **+25lbs - UNAPPROVED body modifications**
- +25lbs – Over 2" wheelbase tolerance but less than 4"
- +25lbs – Firewall moved over 2" from factory but less than 4"
- - 100lbs - Forced Induction cars utilizing racing gas only.
- - 50lbs - utilizing 1990 or older factory a-arms deduct 50 lbs.

***Maximum penalty for a combination of wheelbase, firewall, front frame and body infractions will be 150lbs.

Mufflers

Mufflers mandatory, inserts are NOT considered mufflers, turbo charged entries DO NOT NEED MUFFLERS. Zoomies are permitted but the type of zoomie must be approved prior to use. Maximum tubing size for zoomies is 2-5/8.

Body

Maximum front overhang 45" measured from the centerline of the front spindles.

Minimum ground clearance of 3" from front of nose to 12" behind the front spindle.

Fuel

Alcohol permitted on non-intercooled cars but only permitted on 4 & 6 cylinder cars. Forced induction cars utilizing race gas deduct 100 lbs. Nitro methane prohibited.

All fuels used are to be unmodified fuel as produced by the original manufacturer and must be commercially available. The use of fuel additives is PROHIBITED. All entries are subject to fuel check at any time.

Tires

Approved tires are: 33x10.5W, 315 Pro Radial or the MT 3062R on a 15" or 16" wheel.

Safety

Head & neck restraint is MANDATORY.

Miscellaneous

Towing allowed but you MUST stop at scales.

Air bottles on N/A, Supercharged and Turbo Charged vehicles are to be filled with Co2 only. The use of nitrous oxide in place of Co2 is PROHIBITED.

The use of specially produced "one off" parts that are not commercially available and are deemed by the event director to have a performance advantage is PROHIBITED.

RULES ARE SUBJECT TO CHANGE AT ANY TIME WITHOUT NOTICE IN ORDER TO KEEP PARITY IN THE CLASS.

Guaranteed Purse

Atomizer Racing Injectors Outlaw 10.5 (16 Car Field)	Payout
Winner	\$10,000
Runner-Up	\$2,000
Semi-Finalist	\$500
Quarter-Finalist	\$300
8's	\$200
Total Purse	\$15,800

Speedwire Systems Radial vs. the World

(revised 8/14/18)

Class Overview

This class contests the ultimate in drag radial equipped door slammers. The worlds quickest and fastest cars on the planet rolling on drag radials are combined in one class, Radial vs. The World, to see who stands supreme at the end of the day. All NHRA/IHRA and Local Track Safety rules apply for car and driver, including the use of an oil retention device and/or engine diaper being **MANDATORY**. If a roots or screw supercharger is your power adder of choice, blower restraints are **MANDATORY** as well.

Designation

The class designation is RVW. All entrants must display this designation on both sides of their car with car number.

Format

Speedwire Systems Radial vs. the World is an 1/8-mile heads-up class run on a .400 pro tree. The class will qualify a 8-car field and place them on a pro ladder. Alternates will be used if a racer is broken. This is a single power adder class only, no dual power adders. No minimum car count, guaranteed purse.

General

Any chassis permitted. Wheelie bars are permitted. Any transmission permitted. Dual power adders are strictly prohibited.

Tires

Mickey Thompson 315 DOT Mickey Thompson 3062R Mickey Thompson 3362R.

Weights

All minimums are with car and driver.

Naturally Aspirated

- SB Naturally Aspirated – No Weight
- BB Naturally Aspirated – 2,100 lbs.

Nitrous

- SB Nitrous – No weight limit
- BB Nitrous – 2,225 lbs. (4.840 Bore Spacing)
- BB Nitrous – 2,275 lbs. (5.000 Bore Spacing)
- BB Nitrous – 2,325 lbs. (Over 5.00 Bore Spacing)

Turbo Charged and Super Charged

- SB Single Turbo – 2,400 lbs.
- SB Twin Turbo (Stock Bore Spacing) – 2,400 lbs.
- SB Twin Turbo (Non-Stock Bore Spacing) – 2,500 lbs.
 - SB Twin Turbo (500 Cu. In.+) – 2,850 lbs.
 - -150 lbs. for Cast Block/Cast Head with SB Twin Turbo combination.
 - -150 lbs. for Inline head (can't combine with cast block/cast head rule)
- SB ProCharger – 2,400 lbs. (-50 lbs. for cast block/cast head combo)

- BB ProCharger – 2,525 lbs. (-50 lbs. for cast block/cast head combo)
- BB Twin Turbo – 3,000 lbs. (106 Turbos & Bigger)
- BB Twin Turbo - 2,950 lbs. (102's & Smaller)
- BB Twin Turbo – 2,800 lbs. (4.840 Stock Bore Space)
 - No 481X/No Hemi
- BB Twin Supercharger – 2,900 lbs.
- BB Single Turbo – 2,575 lbs.

- 4 Cylinder Combination – 1950 lbs. (Production Engines Only)
- 6 Cylinder Combination – 2,500 lbs. (Production Engines Only)

- BB Roots Blower – 2,600 lbs.
- SB Screw – 2,400 lbs.
- BB Screw – 2925 lbs.

Weight Additions/Reductions

+50 lbs. for any Pro Mod Chassis (BB Twin Turbo or Screw Blown Combinations Only) – Tech Discretion

-50 lbs. for Stock Wheelbase & No Wheelie Bars (Does Not Apply to Roots Blower Combination)

-50 for Stock Suspension (Suspension for Year, Make, Model Car Only)

RULES ARE SUBJECT TO CHANGE AT ANY TIME WITHOUT NOTICE IN ORDER TO KEEP PARITY IN THE CLASS.

Guaranteed Purse

Speedwire Systems Radial Wars (16-Car Field)		Payout
Winner		\$10,000
Runner-Up		\$2,000
Semi's		\$500
Quarter's		\$300
Total Purse		\$14,200

Holbrook Racing Engines Top Sportsman

(revised 4/2/18)

Class Overview

Top Sportsman is a class for full-bodied side-steer-type vehicles only. Qualified fields with competition conducted in a dial-in e.t. format. Minimum 6.00 second dial-in; maximum 7.99 dial-in.

All entries must fit current NHRA safety rules. Will operate using the current 2018 NHRA rulebook.

Designation

TS followed by permanent number.

Racing Format

Holbrook Racing Engines Top Sportsman is a ¼ class run on a .500 full tree. This class will be run on a 32-car qualified staggered start and placed on an NHRA sportsman style ladder. Compulink Autostart is in effect.

Autostart settings: stage to minimum: 0.6, stage to start: 1.1, Timeout is 10 seconds. Courtesy staging will be enforced. Compulink Crosstalk is enabled.

Small-Block combinations

Naturally aspirated: 1,900 lbs.

Nitrous assisted: 2,000 lbs.

Supercharged or turbocharged: 2,100 lbs.

Big Block combinations

Naturally aspirated: 2,200 lbs.

Nitrous assisted: 2,450 lbs.

Supercharged or Turbocharged: 2,600 lbs.

Six-Cylinder vehicles

Supercharged or Turbocharged: 2,100 lbs.

Four-Cylinder vehicles

Supercharged or Turbocharged: 1,900 lbs.

Requirements & Specifications

SEE NHRA RULEBOOK SECTION 6A (pages 1-6) – TOP SPORTSMAN

Guaranteed Purse

Holbrook Racing Engines Top Sportsman (32-Car Field)	Payout
Winner	\$5,000
Runner-Up	\$2,000
Semi's	\$500
Quarter's	\$300
8's	\$200
Total Purse	\$10,800

Wiseco X275

(revised 8/14/18)

Description

The class designation is X275. All entrants must display this designation on both sides of their car with car number.

Racing Format

This is an 1/8th mile, heads up class run on a .400 Pro Tree. X275 is a qualified 16-car field run on a pro ladder. Courtesy staging and auto-start is in effect. This is a single power adder class only!

Ballast

Any material used for the purpose of adding to a car's total weight must be permanently attached to the cars structure and must not extend in front of or behind the rear of the car's body. No liquid or loose ballast permitted (water, sandbags, rock, shot bags, metal weights, etc.) Removable weight must be securely mounted to the frame or frame structure by a minimum of two, ½ inch diameter steel bolts per 100 pounds, or one, 3/8-inch steel bolt per 5 pounds. All other weight bars, pucks, etc., must use a minimum two, ½ inch diameter SEA grade 8 bolts for attachment per 100 pounds.

Body

The car must retain its original appearance, profiles and dimensions. Factory roof and quarter panels must be used. Aftermarket fiberglass and/or carbon fiber replacement panels are limited to hood, front fenders, doors, deck-lids and bumpers only. All front ends must be of factory dimensions and cannot be lengthened and must meet all NHRA/IHRA height (see ground clearance note below). Any beam tripping devices forward of the bumper are prohibited (track technical official will have final say). Aftermarket wings and spoilers are permitted. Complete stock appearing front and rear bumpers are required. A hood must be used: scoop or hood must cover the entire induction system. Forward facing hood scoops/turbo or supercharger inlets are permitted.

Ground Clearance

Minimum 3 inches from front of car to 12 inches behind centerline of front axle, 2 inches for remainder of car, except oil pan, oil retention device and headers.

Interior

Factory appearing dashboard, door panels and driver seat is required. Full carpet is required on floorboards including transmission tunnel. Factory floor pan on driver and passenger side required from firewall to rear of door jamb. Transmission tunnel may be removable and must be metal. Bare inside frame of car cannot be exposed. Aftermarket steering column is permitted.

Windshield/Windows

OEM glass or Lexan windows are permitted.

Chassis

Complete stock chassis and frame rails must be retained from motor plate/shock tower to behind the rear wheel opening. Back-halved cars are not permitted. Front core support may be modified or

removed. Aftermarket bolt-on replacement front k-members/sub frames are allowed (if front shocks bolt to k-member then they must be in factory location, only Chevy II or Dart permitted strut conversion). Shock tower can be notched or trimmed but must be in factory location, verifiable by the factory sheet metal being retained between frame rail and top of tower. Mini tubs are allowed. Rear

frame rails may be notched for clearance and must be in the factory location. Factory wheelbase must be retained, +/- 1 inch.

Engine

Maximum displacement for all engines is listed below. Small Block, nitrous oxide combinations are allowed any deck height but must retain stock bore spacing. Big Block allowed the following deck heights but must retain stock bore spacing. GM Big Blocks are limited to a 10.2 deck height, Ford Big Blocks are limited to a 10.3 deck height, Mopar Big Blocks are limited to 10.7 deck height. Cylinder head specs and list for BB Nitrous combination attached. Billet SB/BB blocks permitted with cast cylinder heads only and a 50 lb. weight addition.

Turbochargers

Single turbocharger limited to 88mm maximum. (Garrett GTX55-88, Exile ETR-88, or = Forced Induction, Comp, Bullseye – mid frame or current (2013) Gen II Pro Mod MF88, PTE LF85 or LF88 turbochargers only. Garrett GTX Gen II permitted. Turbocharger size will be verified by measuring the housing bore at the leading edge of the impeller wheel and must maintain the contour of the compressor housing (stepped or clipped compressor wheel prohibited). Inducer dimensions will not exceed 3.462 inches and exducer dimensions will not exceed 4.765 inches on mid-frame turbochargers. Inducer dimensions will not exceed 3.462 inches and exducer dimensions will not exceed 5.560 inches on large frame turbochargers. The maximum diameter of the housing bore at the leading edge of the wheel may not exceed 2mm more than the maximum allowable turbocharger size permitted. Inserts or reducers to achieve inlet or outlet dimensions prohibited. Any type of air to air or water to air intercooler permitted. Turbochargers with nitrous oxide prohibited except on 2-rotor, 4-cylinder and inline 6-cylinder engines.

Superchargers

Cog or gear driven superchargers are permitted, must meet all factory inlet, outlet and internal housing dimensions. Inserts or reducers to achieve inlet or outlet dimensions prohibited. Any type intercooler is permitted. Supercharger cannot be combined with nitrous oxide. Roots superchargers are limited to a 8-71. Centrifugal superchargers are permitted. Screw superchargers are not permitted.

Nitrous Oxide

Small Block is permitted to run any type multi-stage nitrous systems. Big Blocks are limited to a single stage fogger (2 nitrous solenoids, no limit on fuel solenoids) and two bottles are permitted or if using a single plate then you are limited to (1 fuel solenoid, 1 nitrous solenoid), and 1 purge solenoid, purge must exit engine compartment. Small Block & Big Block nitrous are permitted water injection. All EFI Big Blocks will only be allowed 2 nitrous solenoids for a dry nitrous system and will only have 1 line per nozzle/per cylinder. Using both sides of the fogger nozzle on a dry EFI Nitrous BB combo are permitted. Cold nitrous systems permitted on small block and big block combinations. All lines on big block combinations must be visible and continuous from bottle to WYE without interruption.

Transmission

Any factory style automatic transmission allowed. OEM factory style manual transmission allowed. Bruno/Lenco transmissions are prohibited. Aftermarket clutchless manual transmission and clutch assisted manual transmissions are permitted on naturally aspirated small block and big block nitrous

combinations only. Electric or Air shifters are permitted. Must not touch firewall or be mounted to firewall. Mid-Plate permitted. Roots supercharger combination not allowed lock-up style transmission.

Induction

Small Block combinations may run any type induction. Big Block nitrous combinations are limited to a dedicated single opening cast intake or cast tunnel ram with a single carb or a single 4150 or 4500 series throttle body. 4 Blade, dual blade or single blade throttle body permitted. Big Block N/A can run any style intake and carburetor/throttle body.

Oiling System

Dry sump oiling systems are permitted on all cars.

Exhaust

Mufflers or inserts are required on all cars except for turbocharged cars. Exhaust may exit underneath car or out the front fenders but must not affect timing or staging beams.

Fuel

Gasoline/Alcohol/E85 permitted on all applications. Weights are based on gasoline (including E85) as the fuel. Any use of M1 will incur a 50-pound weight add. M1 used in addition to an intercooler is NOT permitted. Water injection permitted on SB/BB nitrous combinations only.

Street Equipment

Functional headlights, taillights and brake lights required. All headlights, brake lights, etc. must be on car and not removed for any reason. All vehicles may be towed back from their passes.

Suspension

Stock style or ladder bar suspension cars only, stock rear frame rail must be permanently attached and in the stock location. Aftermarket direct replacement components such as: front control arms, rear control arms, front coil over shocks and rear coil over shocks are permitted. Aftermarket rack and pinion steering allowed. Rear leaf springs, springs, shocks and coil-overs may be moved to accommodate tire clearance, and do not need to be mounted in stock location. Bolt-On or welded subframe connectors, rear sway bars are permitted on all cars. Wheelie bars are prohibited on all cars. Torque arms are only permitted on cars that were originally equipped from factory with it (see notes below). Upper and Lower control arms must be mounted in the factory locations, -S box permitted. Late Model GTO and 5th Generation Camaro permitted bolt-in torque arm style suspension. Late model Mustang (Cobra Jet), Camaro (COPO) and Mopar Drag Pak permitted on their respective body type.

Tires

All cars with power adder must compete on a Drag Radial type tire with a following sidewall designation, 275/60/15 or 28x10.5 Pro Bracket Radial. Naturally aspirated combinations are permitted to run a 28.0" x 10.5" slick, no "W" tires permitted.

ENGINE POWER ADDER BASE CID BASE WEIGHT:

6 Cylinder diesel (Cummins) Turbo 88mm - 3200

6 Cylinder/4 Cylinder 88 mm - 2750 (nos permitted)

Small Block Nitrous max 500 cu in. - 2550

Small Block Supercharger max 480 cu in. 4.00/4.125"(F1R/Xi) Inducer - 2725

Small Block Supercharger max 480 cu in. 4.200" (F1X/XB105)Inducer - 050

Small Block Supercharged max 480 cu in. 871 - 2750

Small Block Turbo max 480 cu in 80mm x 130mm - 2900

Small Block Turbo 480 cu in 85mm - 3100

Small Block Turbo 480 cu in 88mm - 3150

Big Block Naturally Aspirated 750 cu in. - 2600
 Big Block Conventional Head Nitrous up to 588 - 2950
 Big Block Conventional Head Nitrous up to 632 - 3100
 Turbo weights based on Gen II PTE Pro Mod Series and Gen II GTX Series with maximum compressor exducer of 133 mm (LF85/88 fall into this weight)

Add 50 lbs. for billet head (must be used with cast block only of stock bore space/deck height)
 Add 50 lbs. on boosted combo for M1 (intercooler not permitted with use of M1 as primary/only fuel)
 Add 50 lbs. for billet block (must be used with cast head only and be stock bore space/deck height
 *except mod motor)
 Add 50 lbs. for lock up converter/trans
 Add 50 lbs. for SR20 or equivalent BB cylinder head must maintain 20* Valve Angle and conventional port layout
 Deduct 75 lbs. Stock Valve Angle (23GM/20FORD/18MOPAR/15 LS)
 Deduct 50 lbs. Stock Valve Angle RR (23GM/20FORD/12 LS)
 Deduct 50 lbs. F1C-10.5 (from 4.00 base weight)
 Deduct 100 lbs. F1A-104 (from 4.200 base weight)
 Deduct 50 lbs. 4150 carb/throttle body
 Deduct 100 lbs. GTX55-85 GTX55-88 GEN 1 (118 mm compressor exducer)
 Deduct 100 lbs. plate nitrous system
 Deduct 200 lbs. for 8.2 deck or mod motor (*if mod motor billet block used deduct is only 100 lbs.)

If one combination appears to have an advantage rules may be changed at the race director's discretion at ANYTIME in order to keep a level playing field for all competitors.

RULES ARE SUBJECT TO CHANGE AT ANY TIME WITHOUT NOTICE IN ORDER TO KEEP PARITY IN THE CLASS.

Guaranteed Purse

Wiseco X275 (16-Car Field)	Payout
Winner	\$5,000
Runner-Up	\$2,000
Semi's	\$500
Quarter's	\$300
8's	\$200
Total Purse	\$10,800

Callies Pro Street (Heavy Street)

(revised 4/2/18)

Class Overview

Pro Street is a heads-up class for all types of vehicles from 60's muscle cars to late model automobiles.

Designation

PST followed by permanent number.

Format

Callies Pro Street is an 1/8 class run on a .400 pro tree. The class will qualify a 16-car field and be placed on an NHRA pro style ladder. Compulink Autostart is in effect.

Autostart settings: stage to minimum: 0.5, stage to start: 0.3, Timeout is 7 seconds. Courtesy Staging will be enforced.

Engine

Any combination allowed

Oil Retention Device

Required (See General Rules and Race Procedures)

Body: Factory produced cars with VIN number

Weights

All minimum weights are with car and driver.

- Base Weight 3300 lbs.
- 4-Cylinder Deduct 1200 lbs. (2100)
- 6-Cylinder Deduct 1100 lbs. (2200)

Naturally Aspirated

- Small Block - deduct 1000 lbs. (2300 lbs.) 434 CI limit.
- Big Block – deduct 850 lbs. (2450 lbs.)

Nitrous

- Small block – deduct 850 lbs. (2450 lbs.)
- Big block – 4.84 bore space deduct 500 lbs. (2800 lbs.)
- Big block – 5.0 bore space deduct 300 lbs. (3000 lbs.)
- Big block – 5.2/5.3 deduct 200 lbs. (3100 lbs.)

Supercharged

- Deduct 100 lbs. (3200 lbs.)
 - “C” Rotor Screw Blower add 100 lbs. (3400 lbs.)

Turbocharged

- Deduct 0 lbs. (3300 lbs.)
 - BB Twin Turbo larger than 88mm's - Add 100 lbs. (3400 lbs.)

Addendums

- Single Carb - Deduct -75 lbs.
- Conventional Headed Big Block - Deduct -100 lbs.
- Back Half Chassis Deduct – 300 lbs.

Fuel

Any Allowed except Nitromethane (M5 Allowed), polypropylene, and/or hydrazine.]

Drivetrain

Any OEM type automatic or manual transmission allowed.

Exhaust

Mufflers or inserts required on all vehicles except turbocharged vehicles.

Chassis

Any type chassis and suspension permitted.

Wheelie bars permitted.

Rear Tires Size/Style

Any tire size and type is legal.

RULES ARE SUBJECT TO CHANGE AT ANY TIME WITHOUT NOTICE IN ORDER TO KEEP PARITY IN THE CLASS.

Guaranteed Purse

Callies Pro Street (16-Car Field)	Payout
Winner	\$5,000
Runner-Up	\$2,000
Semi's	\$500
Quarter's	\$300
8's	\$200
Total Purse	\$10,800

UPR Products Ultra Street

(revised 8/14/18)

Class Overview

Designation

The class designation is US. All entrants must display this designation on both sides of their car with car number.

Racing Format

Team Z Motorsports Ultra Street is an 1/8-mile, heads up class run on a .400 pro tree. The class will qualify a 8-car field and be placed on an NHRA pro style ladder. This is a single power adder class, only!

SAFETY

All NHRA/IHRA and Local Track Safety rules apply for car and driver, including the use of an oil retention device and/or engine diaper is

MANDATORY. Must have all safety gear, including neck restraint to comply with your elapsed time and speed.

Body

Fiberglass/Carbon body panels are limited to hood, rear deck lid, fenders, doors and bumpers. Cowl hoods may not be taller than halfway point of the windshield. Forward facing scoops are prohibited on power adder combinations unless factory installed or less than 5 inches from flat area of hood. Inlets for turbochargers and superchargers must not be exposed to ram air and pass a "line of sight inspection" from the front of the vehicle, I.E. They must be blocked off from a source of air, this includes closing off factory holes/grilles.

Factory floor must remain under driver and passenger seat area, forward of the rear door jamb. All front ends must be of factory dimensions and cannot be lengthened and must meet all NHRA/IHRA heights (see ground clearance note below). Race car lettering limited to windows, side of cowl hoods, side of hood scoops, side of rear wings and front chin spoilers to maintain street type appearance.

Ground Clearance

Minimum 3 inches from front of car to 12 inches behind centerline of front axle, 2 inches for remainder of car, except for oil pan, oil retention device and headers.

Interior

Aftermarket steering columns are allowed. Factory type dash accepted. Must have carpet.

Electrical

Optical devices and magneto ignitions are prohibited. All entries must have operational headlights and taillights.

Engine

Aftermarket stock bore space blocks and cylinder heads are allowed. All entries must utilize a single carburetor cast intake manifold (see induction section below). Motor plates and solid mounts are allowed. Engine must be in stock location. Mufflers are required on all vehicles (except turbocharged

combinations). All SB power adder engines are limited to 440 cubic inches. SB N/A up to 480 cubic inches permitted with add 7 lbs. per cubic inch over 470, BB N/A limited to 632 and BOP/BB Mopar power adder limited to 540. Any engine in question will be measured with a P&G gauge. A correction factor of 1.5% will be used. Competitors may be asked to remove a cylinder head for bore and stroke measurements should any discrepancies arise.

Induction

Small Blocks, Mopar, Buick/Olds/Pontiac and BB N/A combinations may use a "commercially available/mass produced 4150 or 4500 series cast intake only." No 8500 series throttle bodies or stretched dominators - the cast Holley LS EFI ram intake is permitted on boosted combinations. Small Block N/A may use cast tunnel ram/sheetmetal/dual carburetors with weight penalty (see below). Mod Motor is permitted aftermarket ram or billet intake manifold.

Power Adders

Nitrous limited to SB, BOP/Mopar BB entries and BBC/BBF entries – progressive nitrous controllers are allowed. Entries (except 8.2 deck, see notes) must utilize a single stage nitrous plate with one nitrous, one fuel and one redundant purge solenoid. Cross bar plate on BB Mopar/BOP permitted #6 from bottle to solenoid. BBC/BBF entry permitted single stage, single bar plate with #6 single line from bottle to solenoid and a maximum of .125 orifice nitrous jet. 8.2 deck SBF combos permitted single stage fogger. Single 10 or 15 lb. bottle on with a maximum #6 line size from bottle to solenoid. SB NOS – 1 fogger permitted with .046 jetting, 2nd systems must be disconnected, and all solenoids must be capped off. Cold nitrous prohibited. Push systems prohibited. Nitrous plates using fogger nozzles prohibited. Purge line must clearly exit the hood/cowl or body in a fashion to not allow purged nitrous to enter the engine when racing. Turbocharged (mid frame turbo only, see list below) and supercharged (must be unmodified from manufacturer) entries are limited to stock valve angle, SB combinations only. (SB Chevrolet 23 Degree including Raised Runner, SB Ford 20 Degree, Mopar 18 Degree, Factory Headed Small Block, Ford Mod Motor, LS Chevy 15 Degree, Gen III Hemi SBM, TFS-R cylinder head, stock casting ZO6 LS 12 degree casting for Corvette.

** Note: SB Ford 20 Degree – (SR20 -FT1 or T1RI or equivalent with boosted combo, +50 lbs.) Aftermarket LS 12/13 Degree with a boosted combo, +50 lbs.)*

Fuel

Pump Gas, E85, M1, Q16 and C12/16/23/45, NO2 or equivalent racing fuel. M5 is prohibited.

Transmission

Any OEM style automatic or OEM manual transmission is allowed with power adder. Clutch assisted/clutch less manual transmission allowed on NA combos. Manual transmissions must utilize SFI approved bell housing.

Front Suspension

Factory type front suspension only. Coil over shocks are allowed. Aftermarket replacement control arms are allowed. Aftermarket K-

Members/Commercially available sub-frames are permitted (must have prior approval from tech). Strut towers must be in factory location with factory sheet metal attaching factory frame rail to top of strut tower.

Rear Suspension

Stock type rear suspension or ladder bar only. Coil over shocks are allowed. Anti-Roll allowed. Aftermarket replacement control arms are allowed. Stock frame rails must be in factory location, notching permitted. Corvette permitted any type of transverse leaf spring rear suspension. Wheelie bars

are prohibited on all cars. Late Model GTO permitted torque arm or ladder bar with additional weight (see below).

Wheels/Tires

Power Adder Legal Tires

- MT 3553 255/60-15, ET Street R
- MT 3453 275/60-15, ET Street SS
- MT 3052 26x8.5-15, ET Drag
- MT 3052R 26x8.5-15, ET
- MT 3559 275/60-15, ET Street R (+50 lbs.)
- Hoosier H17317 P275/60-15, DOT (+50 lbs.)
- Hoosier H17314DR2 P235/60-15, Radial

Naturally Aspirated Legal Tires

- MT 3754X 275/60-15 Radial Pro
- MT 3055S 28x10.5 Stiff Wall Bias Ply Slick
- MT 3055 28x10.5 Standard Bias Ply Slick
- Hoosier H181150D06 28/10-15 Standard Bias Ply Slick
- Hoosier H18155C07 28/10.5-15 Stiff Wall Bias Ply Slick
- Any Listed Power Adder Legal Tires

Weights

All minimum weights are with car and driver.

Naturally Aspirated

- N/A Inline Head Up To 440 - 2,550 lbs.
- N/A Inline Head - 2,650 lbs.
- N/A Buick/Olds/Pontiac - 2,850 lbs.
- N/A (Big Block with 9.8 Standard Deck Height & Conventional Heads) - 2,850 lbs. (Add 2.5 lbs. per cubic inch over 589)
- N/A (Big Block Ford with Standard Deck Height & Conventional Heads) - 2,850 lbs. (Over 589 cubic inches, add 100 lbs.)
- N/A (Big Block with Tall Deck Height & Conventional Heads) - 2,900 lbs. (Over 589 cubic inches, add 100 lbs.)
- N/A (Big Block with 9.8 Standard Deck Height & Big Chief Heads) - 2,950 lbs. (Over 589 cubic inches, add 100 lbs.)
- N/A (Big Block with Tall Deck Height & Big Chief Heads) - 2,975 lbs. (Over 589 cubic inches, add 100 lbs.)
- N/A (Big Block Ford with Standard Deck Height and Non-Conventional Heads) - 2,975 lbs. (Over 589 cubic inches, add 100 lbs.)
- N/A (Big Block GM with Symmetrical Port/Non-Conventional Heads) - 3,000 lbs. (Over 589 cubic inches, add 100 lbs.)
- N/A (Big Block Ford with Pro Stock/Symmetrical Type Cylinder Heads) - 3,050 lbs. (Over 589 cubic inches, add 100 lbs.)

Nitrous

Nitrous weights: Plate nitrous small block NOS combos deduct 50 lbs. from posted weights (5/1/18)

- Fogger NOS SB add 50 lbs. to posted weight (5/1/18)
- BBC/BBF 588 cu. In. now permitted .125 jetting.
- AMC - 3,000 lbs.
- Inline Non-Stock Valve Angle Head - 3,075 lbs.
- Mopar BB Conventional B1 Head/BOP Combo - 3,075 lbs.
- Any Canted Valve Head - 3,100 lbs.
- Any Non-Raised Runner, 23 Degree Combo - 2,950 lbs.
- Any Raised Runner, 23 Degree Combo - 3,050 lbs.
- Blue Thunder Cylinder Heads 4.3/SC1 - 3,200 lbs.
- Blue Thunder Cylinder Heads 3.6 - 3,075 lbs.
- C3/C302B/C302 Yates Style - 3,000 lbs.
- Any 20 Degree Ford - 3,000 lbs.
- Any 20 Degree High Port SR20, -FT1, T1R1 or Equivalent - 3,050 lbs.
- TFS-R Ford - 2,950 lbs.

Supercharger

- F1A - 91 Series - 3,050 lbs.
- F1A - 94 Series - 3,200 lbs.
- F1C - 91 Series - 3,100 lbs.
- YSI - 3,000 lbs. (Deduct 50 lbs. for Cast Wheel)
- 4.0L, NHRA SS COPO - 3,300 lbs. (Must Have Run NHRA SS to be Legal)

Turbocharger

- T-76 - 3,000 lbs.

General

- No Billet Cylinder Heads/Blocks
- No Billet Wheels on Any Turbocharged Combination
- No Reducers on turbo or supercharged combination
- Alcohol/E85 legal (meth injection legal on non-intercooled combination only)
- All turbochargers (mid frame GT47 or S400 chassis only) must be as manufactured from factory with cast wheel (GT47-76 / S400)
- Cast compressor inducer cannot exceed 76.6mm and the compressor exducer cannot exceed 116mm
- 76.5mm compressor wheels must be "as cast"
- Turbine wheel must not exceed 96.2mm x 88.3mm
- All turbochargers and superchargers will have the compressor cover removed for technical inspections.
- No muffler required on turbocharged entry, required on all other combos.
- No bullhorns - front exit exhaust permitted but must not affect timing equipment
- Gear driven supercharger allowed.
- Belt driven supercharger, deduct 50 lbs.
- Boosted Gen III Hemi SBM, add 50 lbs.
- Non-Intercooled Boosted Combos, deduct 50 lbs. on Gas

- Non-Intercooled Boosted Combos, add 50 lbs. on M1
- Late Model GTO permitted ladder bar or torque arm, add 50 lbs.
- Cast tunnel ram/sheet metal/dual carburetors on SB N/A, add 50 lbs.
- Single 4150 carburetor/throttle body used with 4150 intake manifold and 4150 plate system, deduct 50 lbs. (N/A or Nitrous Only)
- N/A may deduct 100 lbs. if using M/T 3754R or 3453 tire (except Pro Stock type cylinder head)
- N/A BBC and BBF, deduct 25 lbs. for no forward facing scoop
- V6 / I4 / I6 entries, deduct 200 lbs.
- 8.2 Deck nitrous combination, deduct 150 lbs.
- Single Entry 1 Nitrous/1 fuel or single nitrous (dry system) plate, deduct 50 lbs.
- 4 NOS Jet dry plates, add 50 lbs.
- 2 NOS Jet dry plate, not eligible for single entry plate deduction
- COPO permitted, aluminum block
- IRS Rear Suspension, deduct 50 lbs.
- Any Small Block Combo 441-465 cubic inches, add 2 lbs. per cubic inch over 440. Boosted combinations not permitted over 440 cubic inches.

Accepted Products

Accepted products deadline for Ultra Street/X275 Motorsports - requests from manufacturers to have new products considered for addition to the 2017 season should be submitted before December 10, 2016 for the 2017 season. After this date, Ultra Street/X275 Motorsports will not consider manufacturer requests for new products for the 2017 season.

RULES ARE SUBJECT TO CHANGE AT ANY TIME WITHOUT NOTICE IN ORDER TO KEEP PARITY IN THE CLASS.

Guaranteed Purse

UPR Products Ultra Street (16-Car Field)	Payout
Winner	\$5,000
Runner-Up	\$2,000
Semi's	\$500
Quarter's	\$300
Total Purse	\$9,200

Holbrook Racing Engines Factory Stock

(Revised 8/14/18)

CLASS OVERVIEW

Factory Supercars is an eliminator designed for the Detroit-based OEM companies to compete heads-up with the modern factory drag racing cars dubbed Chevrolet COPO Camaro, Dodge Challenger Drag Pak, and Ford Cobra Jet Mustang. The cars will adhere to the "stock" type limitations, run heads-up with no breakout, and launch off a Pro-tree start. It is the rebirth of factory muscle car drag racing on the quarter-mile dragstrip.

CLASS RULES

2008 and Newer - Chevrolet COPO, Ford Cobra Jet and Dodge Drag Pak. Different year engine configurations may be transplanted into different year bodies as long as they are the same make and model. Example: 2017 Copo engine may be transplanted into a 2008 Camaro. Cross breeding of brands is strictly prohibited.

CLASS DESIGNATION = FS

RACING FORMAT

This class will be an all run heads-up field, NHRA Pro Style Ladder, on a .500 Pro Tree, Autostart.

<u>Engine</u>	<u>Power Adder</u>	<u>Base Weight</u>
Ford 5.0L	2.9L Whipple	3550
Ford 5.4L	2.3L TVS/Eaton	3300
GM 5.3L	2.9L Whipple	3300
GM 5.7L	2.9L Whipple	2550
Mopar 5.7L	2.8L Whipple	3550

Note:

All above listed engine combinations will be based off of the NHRA's Stock Eliminator engine specifications chart. Factory built cars or "clones" permitted.

REQUIREMENTS & SPECIFICATIONS

ENGINE: 1

Block

Any Factory OEM or NMCA approved direct replacement engine block is permitted. Maximum cylinder bore over stock is .080-iches. Bores will be measured at the top of the cylinder where ring wear is not evident. Cylinder blocks may be sleeved.

HARMONIC BALANCER

SFI Spec 18.1 balancer is required.

ENGINE MOUNTS & LOCATION

Engine/motor plates and mid-plates are permitted. Engine must be in the stock location. Engine block and cylinder heads may not be in contact with the engine firewall.

CRANKSHAFT

Stock or NMCA accepted aftermarket crankshafts are permitted. Aftermarket crankshaft must retain OEM configuration (i.e., billets, knife edging, etc. prohibited). Stroke tolerance is +/- .015- inch. Lightning of crankshaft (other than normal balancing) is prohibited.

CONNECTING RODS

Stock or NMCA accepted aftermarket connecting rods are permitted. Length must be stock +/- .025-inch center to center. The use of connecting rod and crank spacer bearing is prohibited. The combined weight of the piston, pin, rings and connecting must be equal to or greater than the NHRA stock replacement minimum assembly weight.

PISTONS & PINS

Stock or NMCA accepted aftermarket pistons and pins are permitted. Aftermarket pistons may be forged or cast and must retain as-cast or as-forged head configuration. Piston must be the same overall design with the same dome and/or dish configuration as the factory OEM piston. The pistons must retain the correct number, location, depth and width of ring grooves. Any steel wrist pin of OEM diameter permitted. Any modifications to the piston and/or pin are prohibited.

PISTONS RINGS

Stock or NMCA accepted aftermarket piston rings are permitted. Aftermarket piston rings must retain factory OEM dimensions.

TIMING CHAINS

Aftermarket timing covers are permitted as long as factory OEM type timing gears and chains are used. Aftermarket gear drives and/or belts are prohibited.

CAMSHAFT

Camshaft must maintain stock lift for year, make and model of car being used. Aftermarket or factory lifters are permitted.

LIFTERS/LASH ADJUSTERS

Aftermarket or factory lifters/lash adjusters are permitted.

VALVE SPRINGS

Any valve springs are permitted.

CYLINDER HEADS

All cylinder heads must be unmodified and meet all dimensions for year, make and model being claimed. This includes intake port runners, exhaust port runners and combustion chambers. Regardless of poured volumes any modifications to the cylinder heads are strictly prohibited.

INTAKE MANIFOLD

Intake manifold must be the factory OEM manifold for the year, make and model of engine claimed. Any alterations and/or modifications to the intake manifold are prohibited.

SUPERCHARGER

Whipple 2.9L or 2.3L TVS are the only superchargers permitted. Throttle bodies must remain in the stock location for year, make and model of engine being claimed. Modifying the supercharger is prohibited. 2.9L Whipple supercharger rotors can be no more than 268 millimeters (10.550 inches) in length and no

larger in diameter than 104.4 millimeters (4.110 inches). If you are unsure of the size of your supercharger rotor, please contact Whipple Superchargers for confirmation.

INTERCOOLING

Factory OEM intercoolers and intercooler tanks must be retain for year, make and model being claimed.

OILING SYSTEM

Any oil pan permitted. Stock or aftermarket OEM type oil pump is permitted. Oil pump location, oil pump drive, and complete oiling system must remain as originally produced. The use of an accumulator is permitted.

COOLING SYSTEM

Full size stock type radiator for year, make and model being claimed is required. Aluminum radiators are permitted. Any cooling fans are permitted. Any aftermarket factory OEM type water pump is permitted. Water pump must bolt onto the factory location without any modifications.

Whipple 2.9L or 2.3L TVS are the only superchargers permitted. Throttle bodies must remain in the stock location for year, make and model of engine being claimed. Modifying the supercharger is prohibited. 2.9L Whipple supercharger rotors can be no more than 268 millimeters (10.550 inches) in length and no larger in diameter than 104.4 millimeters (4.110 inches). If you are unsure of the size of your supercharger rotor, please contact Whipple Superchargers for confirmation.

EXHAUST SYSTEM

Any tubular headers are permitted.

FUEL SYSTEM

Any electric fuel pump permitted. Electric fuel pump must shut off with vehicle's ignition switch or master cut-off switch. Fuel lines may be changed to any size line with in-line fuel filters and fuel regulators permitted. Factory gas tanks and aftermarket fuel cells are permitted. When using a fuel cell, a rear firewall of a minimum .032 inch aluminum or .024 inch steel must be installed to totally seal driver compartment from fuel cell.

EFI SYSTEM

OEM or any commercially available mass-produced OEM type aftermarket fuel-injection system permitted. Any size/type of fuel injector permitted with a maximum of 8 injectors located in the stock location.

THROTTLE BODY

Throttle body must be the correct size for year, make, make and model of engine being claimed.

AIR INTAKE/BOX

Air Intake/Box must be correct for year, make and model of engine being claimed or have prior approval from NMCA Tech department.

THROTTLE LINKAGE

Throttle control must be operated by the driver's foot.

FUEL

Gasoline as outlined here is the only acceptable fuel for use in this eliminator. The NMCA reserves the right to check gasoline at any time during competition. Gasoline, as defined by the NHRA rulebook, is a mixture of hydrocarbons only. The average dielectric constant (D.C.) for the hydrocarbons that

compromises gasoline is 2.025. This is defined as a reading of "0" on the fuel-check meter. NMCA allows no greater reading than a "0" on the fuel check meter. Failure to pass fuel check is grounds for disallowance of the run during competition and disqualification from the event during eliminations.

DRIVETRAIN: 2

CLUTCH

Clutch and flywheel meeting SFI Spec 1.1 or 1.2 (2-disc maximum) is mandatory. Steel flywheel shield meeting SFI Spec 6.1 or 9.1 mandatory. Flywheel shield cannot be modified for clutch adjustment and/or cooling.

MANUAL TRANSMISSION

OEM or NMCA accepted aftermarket transmissions having same number of forward speeds as original and reverse may be used. All gear changes must be a direct action from the driver. Pneumatic, electric, hydraulic, etc. shifters are prohibited. Floor shift conversions kits are permitted. Clutch-less transmissions are prohibited. Clutch must be used to change gears in a conventional manner.

AUTOMATIC TRANSMISSION

Any model transmission same make as car, with a maximum of three forward speeds (unless OEM equipped with more forward speeds) permitted. Any gear change must occur as a result of an internal function of the transmission or from a direct action of the driver. Pneumatic, electric, hydraulic, etc. shifters are prohibited.

Lockup Torque Convertor's prohibited. Transbrake's prohibited.

DRIVELINE

Any steel or aluminum driveshaft is required. Carbon fiber driveshaft is prohibited. Driveshaft safety loop is required.

REAR END

Any OEM automotive type rear end permitted.

BRAKES, STEERING & SUSPENSION: 3

BRAKES

Front and rear hydraulic brakes are required. Carbon brakes are prohibited. Automated brakes are prohibited. The application and release of the brakes must be a function of the driver. Dual reservoir master cylinder is required. Line-lock is permitted only on the front wheels using one line-lock button and solenoid. Any other electrical, pneumatic, hydraulic, etc. switch in braking system is prohibited.

SHOCKS/STRUTS

No pneumatic or electronic shocks permitted unless such items are Factory OEM equipped. No additional reservoirs permitted.

FRONT SUSPENSION

Complete stock front suspension systems as produced by manufacturer for year, make, model being used. Aftermarket tie rod ends with Heim joints are permitted.

REAR SUSPENSION

Factory OEM rear suspension for year, make and model being used is mandatory. Cars equipped with coils may be relocated. Sway bars are permitted.

WHEELIE BARS

Wheelie bars are permitted and cannot be longer than 48-inches or to the rear bumper, whichever is greater.

FRAME: 4

CHASSIS

All vehicles must have a chassis that meets the guidelines set by SFI for their respective speed and elapsed time. A valid NHRA serialized Chassis sticker is mandatory for any car running 9.99 (6.39 = 1/8 mile) or quicker, or 135mph or faster at a NHRA member track.

FRAME

Front and rear frame rails must remain unaltered and in the stock locations. Rear frame rails may be notched for tire clearance only. Notching rear frame rails for rear end clearance/ride height purposes is prohibited. Sub frame connectors are permitted.

WHEELBASE

Entries must retain stock wheelbase dimensions of + or – 1 inch. Maximum wheelbase variation from left to right is 1 inch.

GROUND CLEARANCE

A minimum of 4 inches from the front of the vehicle to 12 inches behind front spindle centerline is mandatory. A minimum of 3 inches for the rest of the vehicle is mandatory (except for oil pan and exhaust headers).

TIRES & WHEELS: 5

TIRES

The use of 30-inches tall by 9-inches wide or smaller slicks is required. Rear tires may not exceed 10-inches wide regardless of wear. Tire tread may not extend outside of the fender.

WHEELS

Aftermarket racing wheels permitted.

INTERIOR: 6

UPHOLSTERY

Must have full factory type upholstery, including carpet, door panels, headliner, and factory dash. Driver's seat is required and mounted in the stock location. Aftermarket front seats are permitted and must be upholstered. Rear seat, heater and A/C controls may be removed.

STEERING COLUMN/WHEEL

OEM or stock type steering column required. Steering column must have a factory appearance. Removable steering wheel is permitted.

PEDALS & PEDAL LOCATION

Stock type pedals and linkage in the factory location are required.

BODY: 7

BODY

Body must retain original appearances and profiles for year, make and model being used. OEM body shell must be intact. Light weight body panels are restricted to hood, bumpers and deck- lid/truck-lid or hatch. Hood may be a lift-off style and deck-lid/trunk-lid or hatch must be hinged. Lift off style deck-lid/trunk-lid or hatch is prohibited. Alterations or aerodynamic modifications are prohibited.

HOOD SCOOPS

The use of aftermarket forward facing hood scoops is prohibited. Factory OEM hood scoops are permitted

COWL AREA

Complete OEM cowl is required.

GRILLE

Grille must be full production for make, model and year being claimed. Covering in front of or behind the grille is prohibited.

BUMPERS

No body components, bumper add-ons, sill plates, chin spoilers, body kits, license plate frames, etc. are permitted to be added to the nose of the vehicle.

FIREWALL

Stock, unaltered firewall is required. Any holes in firewall must be sealed to separate the engine bay from interior.

FENDER SPLASH PANS

Full, factory OEM or aftermarket inner fenders are required.

WINDSHIELD & WINDOWS

All Factory OEM glass is required and must be operational.

FLOOR

Complete stock floor, in the stock location is mandatory. Any holes in floor and/or transmission tunnel must be sealed.

WHEEL WELLS

Factory wheel wells/tubs are required.

WING/SPOILERS

Factory OEM rear wing/spoiler are permitted. Any adjustments to the wing/spoiler during a run are prohibited.

STREET EQUIPMENT

Headlights and operational taillights/brake lights are required.

ELECTRICAL: 8

BATTERIES/CHARGING SYSTEM

Battery may be relocated and must be an automotive type.

DISTRIBUTOR

Any battery operated, stock type ignition is permitted. Crank trigger systems prohibited unless OEM distributor-less ignition. Distributor-less ignition must retain OEM number of coils.

IGNITION

Two-step permitted. Two-step must be foot-activated through brake pedal, clutch pedal, or pressure switch. Hand release is prohibited. All wiring associated with the ignition system must be fully visible and traceable.

MASTER CUTOFF

A master cutoff switch is mandatory on all vehicles with a battery located in the trunk.

STARTER

Aftermarket starters, in stock location permitted.

SUPPORT GROUPS: 9

COMPUTER/DATA RECORDERS

Original OEM computer may be replaced with an aftermarket computer. Data recorders are permitted.

BRACKET RACING AIDS

The use of any bracket racing aids such as optical sensors, delay boxes, shutter boxes, throttle stops, etc. are prohibited. The use of any device (electrical or mechanical) that allows a driver to ascertain the position of their vehicle to the starting line is prohibited.

Guaranteed Purse

Factory Stock (16-Car Field)	Payout
Winner	\$2,500
Runner-Up	\$1,500
Semi's	\$500
Quarter's	\$200
8's	\$100
Total Purse	\$6,600

DXP235

(Revised 8/14/18)

Description

The Class designation is DXP235. All entrants must display this designation on both sides of their car with car number.

Racing Format

This is a 1/8-mile heads-up class run on a .400 pro tree with a pro ladder. DXP235 is a qualified quick-8 field. Courtesy staging and auto-start is in effect.

BODY & GLASS

* Must have working lights, stock appearing interior, carpet, door panels, factory style dash, stock floor pans, stock firewall, and radiator support.

-No body components, bumper add-ons, etc. permitted with the intent of increasing the distance of the front bumper for the purposes of breaking the infrared beams (i.e. no "extenders")

TIRES

Must be mass produced. No test or one-off tires, any

* 26x8.5x15 m/t pn 3052 bias ply slick

* 235x60x15 m/t pn 3450 ET Street S/S

*26x8.5x15 m/t pn 3352R/3052R Pro Bracket Radial

SUSPENSION

* No wheelie bars.

* All vehicles must retain the complete factory frame rails. Notching for rear tire clearance is permitted.

* Stock suspension or ladders bars only

*coil-overs ok

POWER ADDERS

Single type power adder only. All combos

NITROUS:

No multiple stages permitted.*

No progressive controllers or Digisets

No banking of fogger nitrous system

No Pusher systems of any kind (No NANO or similar), No nitrous chillers (NO COLD NITROUS)

Bar type plates only

Cross bar style plates limited to single nitrous solenoid

All nitrous solenoid grounds must be grounded in engine compartment, visible, and easily traceable to the power source. (In plain sight)

No "leaking" nitrous in any way in any location.

Must have perfectly round jet orifice. No modified jets

Purge plume must be entirely outside of the engine bay and directed upward.

Big Block Nitrous entries maximum jetting

1 jet .076

2 jets .053

8 jets .026

Small Block Nitrous entries maximum jetting

1 jet .082

2 jets .057

8 jets .028

Small Block Nitrous entries maximum jetting (8.2 Deck/2V mod motor ONLY!!!)

1 jet .092

2 jet .065

8 jet .032

FORCED INDUCTION

* Max cast turbo size 76mm measured tip to tip. Compressor inducer will not exceed 76 mm Compressor Exducer will not exceed 102 mm Turbine will be 96 mm X 88 mm. The Borg Warner S400SX4 S475 1.32 a/r with T6 flange fits into this category. (No reducers allowed to achieve this size and no clipped wheels) V6 and 4cyl permitted billet wheel.

* You may be required at any time to remove your turbo and/or your turbo cover to be checked.

* Maximum supercharger sizes D1, V-7 JTB Trim, NOVI 2000, Kenny Bell 3.6, F1A-91,YSic

* 6-71 blowers (street style – B&M type) Sb only

* No gear drives – belt driven only

* Air to water, Air to air intercooler OR water meth injection allowed. Can only run 1 style intercooler

* A single line from the manifold to the wastegate only

* Nothing else to top of wastegate or blow off valve

EXHAUST

* Mufflers required on all entries except turbo cars. Bull horns prohibited

CYLINDER HEAD / ENGINE / INDUCTION

* Big block OE passenger car block or aftermarket block 600 cu in Maximum

* Big blocks limited to stock valve angle/stock port layout/no raised runner. Big Chief/Big Duke style and Ford C head prohibited Call or PM for approved heads.

* Cylinder heads for SB limited to, 23 degree Chevrolet, 15 degree LS, 18 degree Mopar, 20 degree Ford, OEM Ford casting 4v Modular, any 2v Modular, Trick Flow Twisted Wedge and LS 13.5 OK

* All cylinder heads must maintain the automobile OEM intake manifold bolt pattern.

* Sheet metal or tunnel ram intakes manifolds not permitted.

* Single carb or throttle body

ENGINE SIZE

*SB Limited to 440 cubic inch BB Limited to 600 cu in (over 572 add +3 lbs. per cubic inch)

FUEL

* Gasoline or E85 are the only fuels permitted. Methanol only allowed in a 50/50 mix with water and is considered an intercooler.

ELECTRONICS

* Any ignition or EFI permitted.

* No traction control devices of ANY kind.

* No progressive nitrous controllers allowed.

* No boost controllers allowed. Solenoids must be removed from car

* No Digisets

BASE WEIGHTS

SB naturally aspirated - 2700

SB nitrous - 8.2 deck or modular 3000
 SB nitrous - 3050 see bottom for weights
 SB cast turbo - 3300
 6 Cyl. turbo - 3200
 6 Cyl. any listed supercharged/Blower – 3000
 SB D1, V-7 JTB Trim, NOVI 2000, Kenny Bell 3.6 - 3000
 SB F1A (91 series) 3100
 SB YSI cast - 3250
 BB NA 3000
 BB nitrous 3250
 4cyl VW 1600
 4cyl turbo manual trans 2025
 4cyl turbo auto trans 2225
 Inline 6 turbo manual trans 2900
 Inline 6 turbo auto trans 3100
 No AWD vehicles

WEIGHT PENALTIES AND DEDUCTIONS

Deduct 50lbs for 235 S/S radial (any combo can take weight break)
 Deduct 50lbs for SBC and SBF Stock block. No deductions for Mod and LS Stock block. Deduct 50 lbs. Stock 7.4L/9.8 deck and smaller factory block
 Deduct 50lbs for 6AL or equivalent box with no add on.
 Deduct 50lbs. for non-intercooled
 Add 50lbs for BBF A head
 Add 50lbs for All* SB Highport, Ford TFS-R, TFS Highport
 Add 75 lbs. for All SB Nitrous 20 degree high port SR20 –FT1 or T1RI or equivalent, 15* SBF and SBC Nitrous 18* and 23* raised runner heads. No turbo/ supercharger combos with these heads.
 With all the new heads that are coming out, we will look at them and adjust periodically.
 Engine diapers are mandatory

Guaranteed Purse

DXP235 (8-Car Field)	Payout
Winner	\$2,500
Runner-Up	\$1,000
Semi's	\$500
Quarter's	\$200
Total Purse	\$10,800

Trick Flow Open Comp

Class Overview

Open Comp class is designed for any year, make, and model vehicle & truck. Dragsters and roadsters prohibited. SUVs (such as Ford Explorer, Chevy Blazer, etc.) permitted. The Open Comp class will run on an Open Comp format with a 1-tenth (1/10th) breakout.

Class Designation

OC followed by a permanent number.

Racing Format

Trick Flow Open Comp is a ¼ mile class run on a .500 pro tree. The class will be qualified by positive reaction time (r/t) closest to “.000”. “.000” is considered perfect. Any negative r/t (-.001, -1.231, etc.) will be placed at the bottom of the qualifying ladder, the more negative the r/t is, the farther down the ladder the run will be placed. For cases in which identical reaction times are made, qualifying position will be based on a first-come first served: the first occurring r/t will be placed #1, the second occurrence of said r/t will be placed #2, and so on. Class will be paired according to qualifying positions, and then advance to eliminations.

All Run, NHRA Sportsman Ladder, Pro .500 Tree, Handicap Start. Courtesy Stage.

A 32 or less car field will be laddered on a sportsman ladder.

A 33 or greater car field is randomly paired and run until the field reaches 32 cars or less. When the field reaches 32 or less cars a sportsman ladder for the number of cars remaining will be used to pair the cars. Car placement on this ladder will be determined based on reaction time for the last round that was randomly paired.

If weather has caused the loss of one or more rounds of qualifying sessions, any entrants not qualified will be required to choose an index from the following list: 15.7, 15.0, 14.0, 13.0, 12.0, 11.0, 10.0, 9.0, and 8.5. Competitor must submit their index to the race director on the last day of qualifying. Competitors will compete with their chosen index through eliminations. Any competitors who fail to submit their index on the qualifying day will automatically be assigned a 15.70 index.

Rules & Regulations

Any modifications, vehicle weight, or power adders permitted. Any gear change must occur as a result of an internal function of the transmission or from direct action by the driver. Electronically Controlled Pneumatic, electric, hydraulic, etc. shifters prohibited. Trans-brakes and 2-steps permitted.

Wheels

Spindle-mount front wheels prohibited.

Chassis

All vehicles must have a chassis that meets the guidelines set by SFI for their respective speed and elapsed time. A valid NHRA serialized Chassis sticker is mandatory for any car running 9.99 (6.39 = 1/8 mile) or quicker, or 135mph or faster at a NHRA member track.

Racing Aids

Delay boxes, cross-over boxes, or any “reaction-time related” electronic bracket racing aids prohibited in this class. All Electronic Throttle Stops and related throttle-stop type accessories prohibited. All Ignition components and/or Transbreak buttons must be on the approved NHRA list.

Fuel

Racing gasoline, gasoline, alcohol, gasohol, diesel, ethanol, natural gas, and propane permitted. Nitromethane prohibited.

ET Limits

The quickest qualifying ET permitted in this class is 8.60; the slowest qualifying ET permitted in this class is 15.70. Any qualifying pass quicker than 8.499 or slower than 15.701 will be disqualified and will not be counted. Competitor will be permitted to re-qualify if additional qualifying rounds are left. There is no ET limit (minimum or maximum) in eliminations. Competition will be regulated under standard NHRA “First or Worst” competition policy during qualifying and eliminations.

For purposes of determining your Index, there will be NO ROUNDING.

Staging

Control of the starting line is the sole discretion of the starter. Courtesy Staging (both pre-stage bulbs lit before any staging bulb lit) is recommended in PM, PS, NPS, XS, SO, CPS, RVW, FS and N/A 10.5, however not required in all classes that utilize the Auto Start System.

By staging the vehicle, the competitor has acknowledged and accepts all of the conditions of the race. Do not Stage your vehicle if there is a problem, make contact with the starter and get the issue resolved before staging.

Deep Staging

Deep staging is permitted, however not necessarily advocated. The competitor deep staging must have DEEP displayed on the both side windows of car. It is always the driver’s responsibility to stage the vehicle prior to the tree being activated. IN ANY EVENT THE DRIVER MUST BE PREPARED TO LEAVE AS SOON AS THE FINAL STAGE BULB IS LIT. A competitor with the word DEEP displayed on the window is not necessarily obligated to DEEP stage.

ALL DRIVERS MUST BE PREPARED TO LEAVE ONCE THE FINAL STAGE BULB IS LIT. The final staging motion, using applied power, must be in a forward motion going from pre-stage to stage. The Auto Start System will be activated and utilized in all NMCA classes. It will be each driver’s responsibility to see that they properly stage with their last staging movement being a forward motion.

Lane Choice

During qualifying and eliminations, it is the responsibility of the competitors to determine lane choice. If the competitors are unable to establish lane choice, a staging official will make the determination in the manner he/she chooses (i.e., coin flip, random choice, faster car, etc.)

Driver

The driver when in the vehicle, from the ready line until the vehicle is safely stopped on the return road, is required to have all safety restraint systems (including the helmet) on and be securely fastened in the vehicle at all times.

Credentials

A Valid state or government issued driver's license beyond a learner/s permit level mandatory for cars running 10.00 or slower. A valid NHRA competition license is mandatory for cars running 9.99 or quicker, at an NHRA Member Track

RULES ARE SUBJECT TO CHANGE AT ANY TIME WITHOUT NOTICE IN ORDER TO KEEP PARITY IN THE CLASS.

Guaranteed Purse

(Note: if you win Open Comp running Trick Flow Cylinder Heads prize money doubles to \$2,200)

Trick Flow Open Comp	Payout
Winner	\$1,100
Runner-Up	\$500
Semi's	\$150
Quarter's	\$100
8's	\$50
16's	\$25
Total Purse	\$4,100