



UPR Products Ultra Street

(Revised 8/14/18)

Designation

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

Format

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 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. Roof panels on 2005 and new vehicles are permitted as well. Cowl hoods may not be taller than half way 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 superchargers must not be exposed to ram air and pass a "line or sight inspection" from the front of the vehicle. They must be blocked off from a direct source of air this includes closing off factory holes/grilles. Turbochargers permitted to be forward facing and exposed to ram air. Factory firewall must be in the factory location, notching and smoothing permitted but must be identifiable as being in factory location.

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 height, see ground clearance note below. Race car lettering limited to windows, side of cowl hoods, side of hood scoops and side of rear wings, quarters 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 engine 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 for turbocharged entries. All small block power adder engines are limited to 440 cubic inches. Small block naturally aspirated up to 480 cubic inches permitted with 7 lbs. per cubic inch of 470 and Big block naturally aspirated limited to 632 cubic inches 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. Big Block N/A permitted any single-entry carburetor or EFI intake manifold.

Power Adder

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/clutchless manual transmission allowed on NA combos. Manual transmissions must utilize SFI approved bell housing. Aftermarket lock-up converters and transmission prohibited.

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 (-50 lbs.)
- MT 3453 275/60-15 ET Street SS (-100 lbs.)
- MT 3559 275/60-15 ET Street R
- MT 3754X 275/60-15 (+50 lbs. on 8.2 Nitrous Entry, Only)

Naturally Aspirated Legal Tires

- MT 3559 275/60-15 ET Street R
- MT 3754X 275/60-15 ET Pro275 (+25 lbs.)
- MT 3453 275/60-15 ET Street SS (-150 lbs.)

Weights

All minimum weights are with car and driver.

Nitrous

Nitrous Weights: Plate nitrous Small Block Nitrous combos deduct 50 lbs. from posted weights (5/1/18)

Fogger Nitrous Small blocks add 50 lbs. to posted weights (5/1/18)

- AMC – 3,000 lbs.
- BBC/BBF 588 cu. in. now permitted .125 jetting
- Inline Non-Stock Valve Angle Head – 3,050 lbs.
- Mopar BB Conventional B1 Head/BOP Combination – 3,100 lbs.
- BBC/BBF – 588 CID Conventional Head Combination w/ .110 Nitrous Jet – 3,200 lbs.
- Any Canted Valve Head – 3,075 lbs.
- Any Non-Raised Runner, 23 Degree Combo – 2,950 lbs.
- Any Raised Runner, 23 Degree Combo – 3,000 lbs.
- Blue Thunder Cylinder Heads 4.3/SC1 – 3,075 lbs.
- Blue Thunder Cylinder Heads 3.6 – 3,050 lbs.
- C3/C302B/C302 Yates Style – 3,000 lbs.
- Any 20 Degree Ford – 3,000 lbs.

- Any 20 Degree High Port SR20, -FT1, T1RI or Equivalent – 3,025 lbs.
- TFS-R Ford – 2,950 lbs.

Supercharger

- F1A – 91 Series – 3,050 lbs.
- F1A – 94 Series – 3,250 lbs.
- F1C – 91 Series – 3,100 lbs.
- YSI – 3,000 lbs. (Deduct 50 lbs. for Cast Wheel)
- V30 – 94 Series – 3,050 lbs.
- 4.0L, NHRA SS COPO – 3,200 lbs. (Must Have Run NHRA SS to be Legal)
- Eaton 2.65L – 3,100 lbs.

Turbocharger

- T-76 – 3,000 lbs.

Naturally Aspirated

- N/A Inline Head Up To 440 – 2,500 lbs.
- N/A Inline Head – 2,600 lbs.
- N/A Buick/Olds/Pontiac – 2,775 lbs.
- N/A (Big Block with 9.8 Standard Deck Height & Conventional Heads) – 2,825 lbs. (Add 2.5 lbs. per cubic inch over 589)
- N/A (Big Block Ford with Standard Deck Height & Conventional Heads) – 2,825 lbs. (Over 589 cubic inches, add 75 lbs.)
- N/A (Big Block with Tall Deck Height & Conventional Heads) – 2,875 lbs. (Over 589 cubic inches, add 75 lbs.)
- N/A (Big Block with 9.8 Standard Deck Height & Big Chief Heads) – 2,900 lbs. (Over 589 cubic inches, add 2.5 lbs. per cubic inch over 589)
- N/A (Big Block with Tall Deck Height & Big Chief Heads) – 2,925 lbs. (Over 589 cubic inches, add 100 lbs.)
- N/A (Big Block Ford with Standard Deck Height and Non-Conventional Heads) – 2,925 lbs. (Over 589 cubic inches, add 75 lbs.)
- N/A (Big Block GM with Symmetrical Port/Non-Conventional Heads) – 2,950 lbs. (Over 589 cubic inches, add 75 lbs.)
- N/A (Big Block Ford with Pro Stock/Symmetrical Type Cylinder Heads) – 3,000 lbs. (Over 589 cubic inches, add 75 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.

- Turbocharger not exposed to ram air may deduct 50 lbs. (Tech Director’s Discretion)
- 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., Serpentine Belt driven, deduct 100 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/sheetmetal/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., deduct 25 lbs. for use with EFI (N/A or Nitrous Only)
- N/A may deduct 150 lbs. if using M/T 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., deduct 100 lbs. if using nitrous with turbo on I4 or I6.
- 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.
- Leaf Spring Rear Suspension, deduct 25 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.
- BB Conventional Cylinder Head List, see X275 for approved heads.

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 23, 2017 for the 2018 season. After this date, Ultra Street/X275 Motorsports will not consider manufacturer requests for new products for the 2018 season.

**** 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.*

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