



Trick Flow Open Comp

(Revised 9/12/18)

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

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