



**2016 Strange Engineering Outlaw Street Car Shootout
Series and Event Schedule, Rules, Entry Fees and Payouts**

Revised 8/3/16

2016 Racing Schedule

Saturday April 23rd 2016

Saturday May 14th 2016

Saturday June 4th 2016

Saturday July 1st-2nd 2016

Friday & Saturday August 5th-6th 2016(NO Top Sportsman) with Pro Mods

Thurs.-Sun. Sept. 2nd-4th 2016(YELLOWBULLET.COM Nationals)

Saturday October 1st 2016

Saturday November 5th 2016(Sportsman Classes Only)

Pro testing Friday before each event 10am-5pm

**Event Schedule for April, May, June, July, October and
November**

Gates Open Saturday at 8am

Sportsman Qualifying begins at 10am

Two qualifying runs per class. Eliminations follow Q-2

Pro Qualifying at 12:00 & 2:30

Pro Eliminations 5:30, 7:00, 8:30 & 10:00

Event Schedule for August With Pro Mod

Gates open 9am Friday and 8am Saturday

Friday Pro Testing 10am-5pm

Friday Night

Pro Qualifying run #1 at 7pm (one session)

Saturday

Sportsman Qualifying run #1 at 10am

Pro Qualifying run #2 at 11:30am

Sportsman Qualifying run #2 to follow Pro Q-2

Pro & Sportsman Eliminations follow Sportsman Q-2

Pro Run Order:

8.50 Index
Outlaw 632(June, July & October)
Top Sportsman
Pro Mod(August)
Outlaw 10.5
X275
Ultra Street

Sportsman Run Order:

Super Street
Pro Street
11.50 Index
10.00 Index
Pro Dial

Entry Fees:

Outlaw 10.5.....\$250(includes \$50 for MT World Championship)
Top Sportsman.....\$125
Outlaw 632...\$100
Pro Mod....\$200
X275.....\$100
Ultra Street.....\$100
Super Street.....\$50
Pro Street.....\$50
8.50 Index.....\$75
11.50 Index.....\$55
10.00 Index.....\$55
Pro Dial.....\$55

Crew and Spectator admission fees:

Friday \$15 per person
Saturday \$20 per person
2 day Crew and Spectator \$30 per person

Event Payout:

Outlaw 10.5-Winner \$5,000/Runner-up \$1,200/ Semis \$500/ ¼ Finals \$125
Top Sportsman-Winner \$1,000/Runner-up \$500/ Semis \$250(based on 16 cars)
Outlaw 632-Winner \$1,200/Runner-up \$600, Semis \$300, ¼ Finals \$200,
1/8th Finals \$100
Pro Mod- Winner \$5000, Runner Up \$1200, Semis \$500 ¼ Finals \$125
X275-Winner \$1,250/ Runner-up \$400/ Semis \$200/ ¼ Finals \$100
Ultra Street-Winner \$1,000/ Runner-up \$400/ Semis \$200/ ¼ finals \$100
Super Street-Winner \$500/ Runner-up \$250/ Semis \$125/ ¼ Finals_(32+cars) \$50
Pro Street-Winner \$500/ Runner-up \$250/ Semis \$125/ ¼ Finals_(32+cars) \$50
8.50 Index-Winner \$1,250/ Runner-up \$550/ Semis \$200/ ¼ Finals_(16+cars) \$75
10.00 Index_(32+ Cars)-Winner \$500/ Runner-up \$250/ Semis \$125/ ¼ Finals \$50
10.00 Index_(31- Cars)-Winner \$450/ Runner-up \$150/ Semis \$100
11.50 Index_(32+ Cars)-Winner \$500/ Runner-up \$250/ Semis \$125/ ¼ Finals \$50
11.50 Index_(31- Cars)-Winner \$450/ Runner-up \$150/ Semis \$100
Pro Dial_(32+ Cars)-Winner \$500/ Runner-up \$250/ Semis \$125/ ¼ Finals \$50
Pro Dial_(31- Cars)-Winner \$450/ Runner-up \$150/ Semis \$100

Elimination Points for ALL Classes:

10 Points to enter event
20 Points for Each Round Win
10 Points for Each Round Loss

Qualifying Position Points for Pro Classes:

#1 = 8 points, #2 = 7 points, #3 = 6 points, #4 = 5 points,
#5 = 4 points, #6 = 3 points, #7 = 2 points, #8 & up = 1 point

Pro Mod- 1/8th mile heads up, .400 pro tree, Pro Ladder, 16 car qualified field provided there is 14+ cars

Nitrous cars 2,400lbs
Blower cars 2,600lbs Max engine size 527ci and 14-71 hi helix or smaller at maximum 30% overdrive. 20% or less overdrive deduct 50lbs.
Turbo cars 2,600lbs Max engine size 540ci. with twin 88s. Add 50lbs for larger turbos. Deduct 150lbs for single turbo and deduct 300lbs for stock bore space small block less than 460ci. Maximum size single turbo 120mm.
Procharger 2550lbs maximum engine size 550ci
Screw Blower 2550lbs maximum overdrive 93%. Add 100lbs for over 93% maximum over drive is 115%

Outlaw 10.5 – 1/8th mile racing, 16 car qualified field provided there is 14+ cars, Pro Ladder

1. 400 Pro Tree, Heads up Racing
2. Engine: Single Power Adders ONLY
 - A. Naturally Aspirated- NO SIZE LIMIT & NO MINIMUM WEIGHT
 - B. Nitrous
 - Small Block stock bore spacing NO MIMIMUM WEIGHT
 - Small Block non-stock bore spacing 2150lbs(deduct 100lbs for less than 550 CI)
 - Big Block 4.84 & 4.90 bore spacing 2150lbs(deduct 100lbs for less than 550CI)
 - Big Block 5.00 bore spacing 2550lbs
 - Big Block 5.20/5.30 bore spacing 2650lbs, Max Engine Size 1,000 CID
 - C. Turbo Charged & Super Charged
 - Single Turbo Small Block 2500lbs, Big Block 2700lbs
 - Twin Turbo 91mm-94mm Small Block 2650lbs, Big Blocks 3000lbs
 - Twin Turbo 88mm & smaller small block 2550lbs, Big Blocks 2900lbs
 - Turbo Charged Big Block less than 550ci utilizing a stock bore space block deduct 100lbs
 - Centrifugal Superchargers Small Block 2500lbs, Big Block 2700lbs(deduct 100lbs for stock bore space less than 550CI)
 - Twin Centrifugal Superchargers Small Block 2700lbs, Big Block 3000lbs(deduct 100lbs for stock bore space less than 550CI)
 - Roots Supercharger Small Block 2500lbs, Big Block 2700lbs
 - Screw Supercharger maximum engine size 540CI, maximum overdrive 122% “C” rotor 3000lbs, maximum overdrive 125% “D” rotor 2850lbs
 - Turbo Charged or Supercharged with conventional(non-hemi) heads deduct 100lbs
 - 4 & 6 cylinder alcohol & intercooler permitted. 350ci and smaller no minimum weight, 351-499ci will be required to run at small block weights, 500-670ci will be required to run at big block weights
 - Maximum engine size on all turbo charged entries is 670CI
 - 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
3. Mufflers mandatory, inserts are not considered mufflers, turbo charged entries DO NOT NEED MUFFLERS. Zoomies permitted but the type of zoomie must be approved prior to use. Maximum tubing size for zoomies is 2-5/8”.
4. Back half type cars only. Front frame to be original OEM & must be fully intact from the firewall to 4” forward of the front spindle. Minor notching of front frame allowed for header and steering clearance only. If notching cuts through the original material it must be filled in. Any notching of OEM front frame must be approved prior to performed. Any notched frame that has competed at Cecil County Dragway prior to 1/1/16 is considered approved but any further notching

- will need approval prior to being performed. Factory front frame must be connected to k-member or lower suspension component by either welding or bolting. Double round tube frame rails from firewall forward prohibited. If utilizing 1990 or older factory a-arms deduct 50 lbs.
5. All entries must have been a factory production type vehicle. Must be street appearing, have stock appearing dash & working lights. One piece front ends permitted provided it retains stock appearance. Fiberglass/carbon fiber body parts are limited to hood, fenders, doors, deck lid, roof skin & bumpers unless car is composite from factory. Quarter panels and Rocker panels must be made of original factory material. Any changes or alterations in body lines or dimensions, including front ends, **MUST BE APPROVED** prior to modification. Front door jams must be in stock location. Front to rear door opening must be factory dimension.
 6. Alcohol permitted on non-intercooled cars only, alcohol and intercooler permitted on 4 & 6 cylinder cars. Forced Induction cars utilizing racing gas deduct 100lbs. Nitro-methane prohibited.
 7. NHRA Pro ladder and safety tech.
 8. Minimum Ground clearance of 3" from front of nose to 12" behind the front spindle.
 9. Towing allowed but you must stop at scales.
 10. 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 7 second auto-start. Once your competitor stages you will have 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 rule book. Controversial decisions not covered by the NHRA rule book will be determined by the race director.
 11. Head & Neck restraint **MANDATORY**.
 12. Lower engine containment device **MANDATORY**.
 13. Maximum front overhang 45" measured from the centerline of the front spindles.
 14. NHRA chassis certification mandatory.
 15. Maximum drive tire size 33x10.5w bias tire only.
 16. Wheelbase must be within 2" of factory dimension. Maximum front end stagger of 2". Wheelbase will be measured from centerline of front spindles to centerline of rear axle. Any vehicle not in conformance will not be allowed to compete.
 17. Firewall must be within 2" of stock location. Engine must remain in front of firewall. Firewall can not be modified for engine placement. Firewall will be measured from front spindles to any point from cowl to bottom of firewall and from outside of factory frame rail to outside of factory frame rail. Modifications (i.e. Sloping, slanting, etc) outside of the factory frame rails permitted. Any vehicle not in conformance will not be allowed to compete.
 18. 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**.
 19. 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 any time.

20. The use of specially produced “one off” parts that are not commercially available and are deemed, by race director, to have a performance advantage is PROHIBITED.
21. RULES ARE SUBJECT TO CHANGE AT ANY TIME WITH OUT NOTICE IN ORDER TO KEEP PARITY IN THE CLASS

**Top Sportsman- 1/8th mile race, all run field up to 32 cars.
All other rules will be per the NHRA rules for the class.**

Outlaw 632- 1/8th mile, 16 car field provided there are 14+ cars.

1. .400 Pro Tree, Heads Up Racing with an NHRA Pro Ladder
2. Stock Type Body. Aftermarket doors, front ends, bumpers, fenders, hoods, deck lids allowed. Maximum front overhang 45". Minimum ground clearance 3" from nose to 12" behind front spindle.
3. Stock Bore Space Blocks only. Big Blocks max size 640 cid, Small Block max size 485 cid, Small blocks over 485 cid will be at Big Block weight. Nitrous or Naturally aspirated engines only. Single Carbs, Dual Carbs, Split Dual Carbs and EFI permitted. Racing Gasoline ONLY, Alcohol and Nitro-Methane PROHIBITED.
4. Any type transmission, Torque Convertor or Clutch permitted. Clutch cars max of 10" 2 disc clutch.
5. Any size and type of tire allowed.
6. Minimum weights with driver at the completion of a run:
Big Block Nitrous 3,000lbs
Big Block Naturally Aspirated 2,600lbs
Small Block Nitrous 2,550lbs
Small Block Naturally Aspirated No Minimum Weight
7. Weight deductions and Additions
33x10.5 tire deduct 50lbs
29.5 or smaller tire deduct 100lbs
Conventional cast heads deduct 100lbs
Billet Heads add 50lbs
Single Carb deduct 50lbs
8. Head and Neck Restraint MANDATORY
9. Driver and Car must pass NHRA Safety Tech
10. Lower Engine Containment Device(Diaper) MANDATORY

**X275- 1/8th mile race, 16 car field provided there are 14+ cars, 28+ cars will run 32 car field.
All other X275 rules as published by John Sears.**

MICKEY THOMPSON TIRES & WHEELS Ultra 275- 1/8th mile race, 16 car field, 28+ cars will run 32 car field.

BODY:

Fiberglass/Carbon body panels are limited to hood, rear deck lid, fenders, doors, and bumpers. Cowl hoods may not be taller than half way point of the windshield. Forward facing scoops are prohibited on power adder combos 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/grills. Factory floor must remain under driver and [passenger seat area](#), fwd 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, 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 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 head lights and tail lights.

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 combos). All SB power adder engines are limited to 440 cubic inches. SB N/A up to 480 cubic inch permitted with added 7 lbs. per cubic inch over 470 and 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 -BOP, 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 combos. Small Block N/A may use cast tunnel ram/sheetmetal/dual carbs w/weight penalty (See*below) Mod motor permitted aftermarket ram or [billet intake](#).

POWER ADDERS:

Nitrous limited to SB and BOP/Mopar BB entries - Progressive nitrous controllers are

allowed. Entries 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) entry limited to #4 single line from #4 bottle nut to #4 fitting @ solenoid. BB Mopar/BOP entry permitted single stage, single bar plate with #6 single line from bottle to solenoid. 8.2 deck SBF combos permitted single stage fogger. Single 10 or 15lb bottle on with a maximum #6 line size from bottle to [solenoid](#). Foggers 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 combos only. (SB CHEVY 23 DEGREE - SB FORD 20 DEGREE - 18 DEGREE MOPAR - FACTORY HEADED SMALL BLOCK FORD MOD MOTOR - LS CHEVY 15 DEGREE - GEN III Hemi SBM - TFS-R Head - Stock Z06 LS 12 degree Casting for Corvette)

** NOTE: SB Chevy 23 degree RR - SB Ford 20 degree ([SR20](#) -FT1 or T1RI or equivalent with boosted combo +50 lbs)

FUEL:

Pump gas, E85, M1, Q16, and C12/16/23/45 NO2 or equivalent racing fuel. M5 Prohibited

TRANSMISSION:

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

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 w/ additional weight (see below)

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 allowed. (Must have prior approval from tech) Strut towers must be in factory location with complete factory sheet metal attaching factory frame rail to top of strut tower.

WHEELS/TIRES:

A maximum of a 28 x 10.5 non W slick (N/A small block only), 28 x 12.50 ET Street or any 275 radial may be used on N/A, power adders limited to a P275/60-15 [Mickey Thompson](#) Tire P/N 3754R or 3453 ET Street SS radial [tire](#). Bias ply 26 x 8.5 or 235/60-15 drag radial permitted on any combo. Wheel width is limited to 12"

NITROUS WEIGHTS:

AMC - 3000

Base NOS SB weight - **3000**

Mopar BB conventional B1 head/BOP combo - **3150**

Any canted valve head - **3050**

Any non-raised runner 23 degree combo - 2850
Any raised runner 23 degree combo - 2950
Blue Thunder Cylinder Heads 4.3 - 3200 and 3.6 -2975
C3/C302B/C302/Yates style -2900
Any 20 degree ford - 2900
Any 20 degree high port [SR20](#) -FT1 or T1RI or equivalent - 2950
TFS-R Ford - 2950

SUPERCHARGER WEIGHTS:

F1A - 91 series - 3050 (-94 series add 150 lbs.)
F1C- 91 series - 3100
YSI - 3100 (deduct 50 for cast wheel)
4.0L - NHRA SS COPO - 3300 (must have run NHRA SS to be legal)

TURBO WEIGHTS:

T-76 - 3100 (add 100lbs for billet wheel)

N/A WEIGHTS:

N/A Inline head up to 440 - 2600
N/A Non-Inline head - 2700
N/A Buick/Olds/Pontiac - 2825
N/A (big block with 9.8 standard deck height and conventional head) 2925 lbs.
deduct 100lbs for stock valve angle, add 2.5 lbs per cu in over 589
N/A (big block Ford with standard deck height and conventional head) 2925 lbs.
deduct 100lbs for stock valve angle, add 2.5 lbs per cu in over 589
N/A (big block with tall deck height and conventional head) 2925 lbs. deduct 100lbs
for stock valve angle, add 2.5 lbs per cu in over 589
N/A (big block with 9.8 standard height and big chief head) 3000 lbs. (add 2.5 lbs.
per cu in over 589)
N/A (big block with tall deck height and big chief head) 3000 lbs. add 2.5 lbs per cu
in over 589
N/A (big block Ford with standard deck height and non-conventional head) 3050 lbs.
add 2.5 lbs per cu in over 589
N/A (big block GM with Symmetrical port/non-conventional head) 3075 lbs. add 2.5
lbs per cu in over 589
N/A (big block Ford with Pro Stock/Symmetrical type cylinder heads) 3150 lbs. add
2.5 lbs per cu in over 589

GENERAL:

- No Billet cylinder heads/blocks
- No Reducers on turbo or supercharged combo
- Alcohol/E85 legal (meth injection legal on non-intercooled combo 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 116 mm
- 76.5 mm compressor wheels must be "as-cast"
- Turbine wheel must not exceed 96.2 mm x 88.3 mm
- All turbochargers and blowers will have the compressor cover removed for tech inspection
- No muffler required on turbo entry, required on all other combos
- No bull horns - front exit exhaust permitted but must not effect 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 (add 50 lbs. turbocharged combo on M1)
 - Late model GTO permitted ladder bar or torque arm add 50 lbs.
 - Cast Tunnel Ram/Sheetmetal/Dual Carbs on SB N/A add 50 lbs. - Single 4150 carb/throttle body used with 4150 intake manifold and 4150 plate system deduct 50lbs (N/A or NOS 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 combo deduct 150 lbs.
 - Single entry 1 nos/1 fuel or single nos (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
 - any SMALL BLOCK COMBO 441 to 465 ci add 2 lbs. per cubic inch over 440.
- Blown/BOOSTED combos NOT permitted over 440 ci (applicable to events outside of Cecil County Dragway to allow cross over into Ultimate)

Accepted Products:

Accepted products deadline for Ultra Street/X275 Motorsports; Requests from manufacturers to have new products considered for addition to the 2016 season should be submitted before December 10, 2015 for the 2016 season. After this date, Ultra Street/X275 Motorsports will not consider manufacturer requests for new products for the 2016 season. Tech director reserves the right to adjust rules at any time for parity.

RULES ARE SUBJECT TO CHANGE AT ANY TIME WITH OUT NOTICE IN ORDER TO KEEP PARITY IN THE CLASS

8.50 Index- ¼ mile race, 16 car field, 28+ cars will run 32 car field.

1. 400 Pro tree heads up start with 7 second auto start.
2. NHRA Pro ladder.
3. Deep staging allowed, but auto-start will be on at all times. Courtesy staging advised.
4. Minimum weight 2800lbs. Cars will be randomly selected for weight check.
5. Full bodied street appearing cars only. No roadsters, altereds or dragsters allowed.
6. Lettering on windows permitted. Lettering on car must be approved before competition.
7. Full round and square tube chassis prohibited.
8. Stock style front suspension mandatory, bolt on aftermarket parts permitted.
9. Trans brake & two step permitted.
10. Throttle stops/controllers, delay boxes/devices PROHIBITED.
11. After market automatic shifters or shifting devices PROHIBITED. Car must either be shifted by driver or must be a function of OEM stock equipment.

12. Mufflers mandatory on all vehicles except turbo charged vehicles inserts are not mufflers.
13. Car & Driver must meet NHRA & track safety rules.
14. Gasoline, E85 and alcohol permitted. Nitro-methane prohibited.
15. Maximum tire size of 33x10.5w or any size drag radial.

Pro Dial-all run field

1. 500 pro tree, dial your car, ¼ mile ET racing.
2. Full bodied street appearing cars only.
3. Mufflers mandatory except on turbo charged entries, inserts are not mufflers.
4. Throttle stops/controllers, delay boxes/devices PROHIBITED.
5. After market automatic shifters or shifting devices PROHIBITED. Car must either be shifted by driver or must be a function of OEM stock equipment.
6. Trans brake & two step permitted.
7. Deep staging allowed, but auto-start will be on at all times. Courtesy staging advised.
8. The bye car for first round will be the #1 qualifier, all other rounds the car with the best non-red reaction time will be pulled for the bye.

10.00 & 11.50 Index- ¼ mile racing, 16 car field, 32+ cars will run 32 car field

1. 500 Pro tree heads up start with 7 second auto start.
2. Full bodied street appearing cars only.
3. Finished interiors with either a full front bench seat or 2 front bucket seats mandatory.
4. Mufflers mandatory except on turbo charged entries, inserts are not mufflers.
5. DOT tire maximum size 30x13.5, any size drag radial or slicks maximum size of 29.5x10.5(non "w")
6. Gasoline, E85 & alcohol permitted. Nitro-methane prohibited.
7. Stock frame and back half cars permitted. Full round or square tube chassis prohibited.
8. Tubbed cars permitted.
9. Throttle stops/controllers, delay boxes/devices PROHIBITED.
10. After market automatic shifters or shifting devices PROHIBITED. Car must either be shifted by driver or must be a function of OEM stock equipment.
11. any type power adder permitted
12. NHRA Pro ladder.
13. Deep staging allowed, but auto-start will be on at all times. Courtesy staging advised.
14. Wheelie bars prohibited.

Super Street- ¼ mile racing, all run field

1. 500 full tree, dial your car ¼ mile ET race.
2. NO tubbed cars allowed.
3. DOT tires only, slicks prohibited.

4. Any power adder permitted.
5. Mufflers mandatory on all cars except turbo charged cars, inserts are not mufflers.
6. Throttle stops/controllers, delay boxes/devices PROHIBITED.
7. After market automatic shifters or shifting devices PROHIBITED. Car must either be shifted by driver or must be a function of OEM stock equipment.
8. Car and Driver must meet NHRA & Track safety rules.
9. Deep staging allowed, but auto-start will be on at all times. Courtesy staging advised.
10. Street legal cars only.
11. The bye car for first round will be the #1 qualifier, all other rounds the car with the best non-red reaction time will be pulled for the bye.

Pro Street- ¼ mile racing, all run field

1. 500 full tree, ¼ mile, dial your car ET race.
2. Tubbed cars allowed.
3. DOT tires & slicks permitted.
4. Any power adder permitted.
5. Mufflers mandatory on all cars except turbo charged cars, inserts are not mufflers.
6. Throttle stops/controllers, delay boxes/devices PROHIBITED.
7. After market automatic shifters or shifting devices PROHIBITED. Car must either be shifted by driver or must be a function of OEM stock equipment.
8. Car and Driver must meet NHRA & Track safety rules.
9. Deep staging allowed, but auto-start will be on at all times. Courtesy staging advised.
10. Street legal cars only.
11. The bye car for first round will be the #1 qualifier, all other rounds the car with the best non-red reaction time will be pulled for the bye

Miscellaneous

Lane Choice:

- **Heads up classes**
 - 1st round the lower qualified car will have lane choice
 - 2nd through final round the quicker car from the previous round will have lane choice
- **Index classes**
 - 1st round the lower qualified car will have lane choice
 - 2nd through final round the car that ran closest to the index without running under the index in the previous round will have lane choice
- **Bracket/ET classes**
 - The car pulled for the possible bye will always have lane choice
 - During most rounds of competition cars will be called to two staging lanes. The odd number lanes are left lane, while even number lanes are

right lane. In situations where both competitors desire the same lane, the quickest car from the previous round will have lane choice

- Lane changes

- Once one competitor has performed the burnout, both competitors are committed to the lane they are in and will not be allowed to change lanes for any reason

Burnout/Staging

- All classes during qualifying and eliminations. Once you have entered the burnout box it is considered a run. If you break after crossing into the burnout box you will not get to make up the run
- Once you have been called or directed to the burnout box by staging personnel and your car either fails to start or fails to enter the burnout box under its own power you will have 60 seconds to report to the burnout box. If you fail to get fired and or report to the burnout box in the 60 second period it will be considered a run and you will not be allowed to make up the run. Staging lane personnel decision will be final on these situations
- Courtesy staging recommended but not enforced.

Scales/ Post run weight check

- Failure to cross scales due to wreckage, engine or drive train failure or the like will not be grounds for disqualification.
- If a driver inadvertently does not report to scales after a run, the race director at its sole discretion may either waive the requirement for weight check for that run, require car and driver to immediately report to scales for weight check or disqualify the run.

Multiple entries and minimum qualifying runs

- Competitors racing in Pro Street, Super Street, Pro Dial, 10.00 Index and 11.50 Index are allowed to enter multiple classes. Multiple entries are prohibited for competitors racing in any other class.
- In order to run in any class that is a qualified or laddered field you must make at least one qualifying attempt in that class. In order to run in an all run class a qualifying run is not required.

Protest Procedure

- All protests must be done in writing to the proper official. The protest must contain the class, car number and driver name of the vehicle being protested. The protest must also include a description of what the car or driver is being protested for. Protest fees must accompany the written protest and be paid in cash. Event officials may enter a protest at any time at no cost.

- If protested party is found to be in compliance with the requirements, the protest fee will be forfeited to the protested party.
- If the protested party is found to be in non-compliance of the requirements, the protest fee will be refunded to the protesting party.
- Refusal to submit to an inspection or protest will be considered a non-compliant situation and will be subject to actions as described below.
- Inspection of protested vehicles or drivers and outcomes related thereto are not limited to the subject matter of the protest.
- Non-compliant parties are subject to action as the event official may impose, including but not limited to, disqualification, fines, suspension and/or revocation of competition privileges.
- Protest fees are as follows:
 - Cubic inch check without head removal \$500
 - Cubic inch check with head removal \$1000
 - Check for illegal electronic devices \$500
 - Check for dual power adders (i.e. illegal use of nitrous oxide) \$1000
 - Overdrive and turbo charger size check \$500
 - Protest fees for other situations will be determined by event official

