

**32 Car 1/8 Mile Qualified Field | Entry Fee \$150 Car & Driver | Guaranteed Purse Payout**

**\$2,500.00 To Win | \$750.00 Runner-up | \$400.00 Semi | \$200.00 1/4's**

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**Designation:** T/S followed by car number.

Class is for full bodied vehicles with roof, working doors, and left hand steer only. All vehicles must meet or exceed minimum E.T. requirement (5.49) to qualify. This will be a 32-car qualified field based on the NHRA sportsman ladder. Handicapped start system utilizing a .5-second full tree with open top bulb and/or Crosstalk. Competitors may dial quicker between rounds; may only dial a maximum of .50-second slower than their qualified time; maximum dial is 5.49.

Minimum weight at conclusion of run: 1,900 pounds, including driver.

## **REQUIREMENTS AND SPECIFICATIONS**

### **ENGINE: 1**

**Carburetor/Intake:** Sheet-metal intake manifolds must be equipped with a burst panel when nitrous oxide is used. Manual or electronic injectors acceptable. Any number of carburetors may be used.

**Engine:** Any internal combustion engine allowed with any modification. Only one engine may be used. No cubic-inch limit. Crankcase breathers (valve-cover) when used must be positive-locking. .

**Engine-containment system:** Engine must be equipped with NHRA-accepted engine-containment system or approved belly pan designed to retain engine oil and components.

**Exhaust system:** Competition-type exhaust systems permitted. Exhaust gases must be directed out of the car body, rearward, away from driver and fuel tank. If “zoomies” are utilized they must be turned upward a minimum of three degrees. Double-pipe or thermal-wrapped insulated headers mandatory on supercharged, methanol-burning bodied cars. Insulation must extend to start of bend in headers at bottom of body.

**Fuel:** Any

**Throttle Stop:** The use of throttle stops, stutter boxes, etc., to control down track engine rpm is prohibited. Throttle stops are defined as being mechanical, electronic or pneumatic. Starting line controller permitted.

### **DRIVELINE: 2**

### **BRAKES & SUSPENSION: 3**

**Brakes:** Four-wheel brakes mandatory with dual master cylinder mounted above framerails on all entries. Steel brake lines mandatory.

**Steering:** If removable steering wheel is used, commercially available quick-disconnect steering-wheel adapter meeting.

**Wheelie Bars:** Permitted.

## **FRAME: 4**

**Ballast:** Permitted.

**Ground clearance:** Minimum three inches required from the front of the car to 12 inches behind front axle centerline.

**Parachute:** Required. Cars running in excess of 200 mph must use dual parachutes with two separate shroud line mounting points using sleeved 1/2-inch bolts. Safety pins must be red-flagged.

**Wheelbase:** Minimum 90 inches, maximum 125 inches. Maximum one-inch variation from left to right.

## **ELECTRICAL/CONTROL: 8**

**Battery:** All batteries must be securely mounted. See General Regulations 8:1.

**Delay box/Devices:** Permitted. Prior to use, all delay boxes/devices manufactured after Jan. 1, 2003 must be NHRA-accepted. One delay box/device is permitted; it may be attached to the transbrake, and/or shift timer only. The wire to the transbrake (or line-loc) may contain a splice that activates the two-step/launch-control device in the ignition system. No other wiring shall be connected directly or indirectly between any other part of the ignition system or any other devices (such as data recorders, tachometers, suspension components, fuel-injection system, etc.) and the delay box/device.

All wiring associated with the delay device, ignition system, automatic shifter, tachometer, data recorder, and fuel-injection system must be fully visible, labeled, and traceable. The rpm-based automatic shifters that are incorporated into some delay boxes/devices may not be used for any purpose. The built-in tachometer that is incorporated into some delay boxes/ devices may not be used for any purpose.

Delay devices and associated components (such as transbrakes, automatic shifters, data recorders, tachometers, fuel-injection system, etc.) must be utilized in an unaltered manner consistent with the manufacturer's installation and instruction books unless otherwise approved. Delay boxes/devices, automatic shifters, etc. that provide on/off indications (based on time and/or rpm) may be located within the driver's view. Only those operations actually being used may be indicated. The use of any other visual, audible, etc. indications that are transmitted to the driver in any form that provide on-track data are prohibited.

**Ignition:** Timed ignition-interruption devices (stutter boxes) prohibited. Starting-line and/or "high-side" rev limiters permitted. Two-steps, rev limiters, or any other rpm-limiting devices, legal unto themselves but altered or installed so as to function as a downtrack rpm controller, prohibited. The wire to the transbrake (or line-loc) may contain a splice that activates the two-step/launch-control device in the ignition system. No other wiring shall be connected directly or indirectly between any

other part of the ignition system and the delay box/device. All wiring associated with the ignition system must be fully visible, labeled, and traceable.

**Master cutoff:** Master electrical cutoff switch required. See General Regulations 8:4.

**Starter:** All cars must be self-starting.

**Taillight:** One functional taillight mandatory. Flashing, blinking, or strobe lights prohibited.

## **DRIVER: 10**

**Credentials:** competition license

## **RACE PROCEDURES: 11**

**Staging:** Courtesy staging required.

**Qualifying:** To constitute an official qualifying attempt, all vehicles must stage under their own power. Qualifying will be based on E.T. (quickest to slowest), and competitors will be laddered using the NHRA Sportsman ladder.

**Dial-ins:** All vehicles must have an appropriate area designated to post a dial-in on the vehicle. Dial-ins must be legible from the tower. A contestant's dial-in may not be changed once vehicle begins forward motion while leaving the head of staging. Once contestant has pre-staged, said contestant has accepted the dial-in posted on the scoreboard. If the dial-in is incorrect, do not pre-stage; No reruns will be afforded in this situation.

**Lane Choice:** Lane choice for first round pairings will be awarded to the quicker qualified driver. Subsequent rounds will be awarded to the car with quickest dial in from the previous round. If one entry had a bye in the previous round, would be based off of elapsed time in that round.