

SICK WEEK GENERAL RULES

WHAT IS SICK WEEK?

Sick Week is the competition where street-legal drag-race cars run quarter-mile time trials every day for five days, driving on public roads between four different dragstrips for a road trip of 800-plus miles unassisted by support vehicles. It is the ultimate test of a street/strip car, with trophies awarded in multiple classes for vehicles with various levels of modifications.

DRIVER REQUIREMENTS

- Racers must possess a government issued, current, valid driver's license.
- All drivers must sign a liability waiver and photo release during registration.
- If the driver is not the car owner, the driver must have all required documents (as stated below) and must attest as stated in the waiver that they have the car owner's permission to be in possession of and to race the vehicle.
- Racers must be at least 16 years of age to race. If racers are at least 16 years of age, but under 18 years of age. Their custodial parent, or legal guardian, must be in attendance with them during onsite tech and registration, as well as for the duration of Sick Week. Both the custodial parent and child will be required to appear in person during tech and registration in order to sign the releases and waivers onsite.
- Any racer intending to run elapsed times and speeds that require an NHRA or IHRA license, per the guidelines in the NHRA or IHRA rule book, must be qualified and must have obtained the required license by the sanctioning body prior to undergoing tech at Sick Week.
- Sick Week allows multiple drivers for the same car provided that all drivers meet the requirements. Extra drivers require the purchase of an extra driver's wristband. Details available on registration day.
- Cars with multiple drivers are not eligible for more than one finishing position.

CONDUCT

- Any participant found under the influence of alcohol or narcotics is subject to immediate disqualification and removal from the event, as well as the potential for being banned from future events.
- Unsportsmanlike conduct or actions to be unsafe as deemed by the Race Director or other event official may result in disqualification or removal from the event, as well as the potential for being banned from future events.

SIGN-IN AND TECH DAY FOR PRE-REGISTERED ENTRIES

- Competitors are required to sign in and get in the tech inspection line before 1:00 p.m. local time on registration day. This is a firm cutoff time.
- Reminder: registrations are not transferrable or refundable, so you cannot take another person's entry and use it for yourself.
- During registration and tech, you must have the vehicle registration and proof of insurance for the car that will be racing. All documents must be current and in good standing. No exceptions.
- Each entrant must declare the names of up to three passengers in the car, and they will be wrist-banded. The registered driver and passengers must ride in their registered vehicle during the Sick Week road trip. The driver and up to three wrist-banded passengers are the people who will be allowed to touch the car in Quarantine; see the Quarantine section below.
- Each vehicle may only compete in one class. You must state your intended class when registering, and class changes are not allowed after the first day of racing.
- The registration day will include tech inspection for NHRA/IHRA safety and licensing rules and for compliance with Sick Week class rules.

DAY 1 DRIVER MEETING AND PIT INSTRUCTIONS

- There will be a mandatory driver/passenger meeting held before racing begins. Sick Week competition begins at the close of the meeting.
- The track will have a space where trucks and trailers may be left behind during Sick Week competition. Competitors must secure their trucks and trailers there within 30 minutes of the end of the drivers' meeting.
- Access to the truck-and-trailer area will not be available until after the close of Sick Week racing, with the exception of racers who have forfeited the competition and need to pick up their rigs during normal business hours.

DAILY RACE PROCEDURES

- Competitors may be safety teched at the discretion of each dragstrip before running. All drivers must be present.
 - The daily racing hours will be announced on sickthemagazine.com and at the drivers' meeting, and schedule adjustments may be made pending unforeseen circumstances.
 - Dragstrip sessions will be divided into four run groups, one for the cars 8.49 and faster, one for cars 8.50-9.99, one for cars 10.00-11.49, and one for 11.50 and slower. There will be one session for each group, followed by an all-run session. Times and details will be announced at the drivers' meeting and may change day to day depending on conditions.
 - Competitors will be allowed to make as many passes as possible each day on a first-come, first-served basis until the Race Director announces that the staging lanes are closed. When the lanes are closed, the cars already in lanes at that time will be allowed to run.
 - Cars are required to complete or forfeit their dragstrip passes within five minutes of being called into the burnout box by the Race Director. Cars exceeding this time limit after lanes are closed will not be allowed to run again that day.
 - In case of time or weather delays, the number of passes for each competitor may be limited at the discretion of the Race Director.
 - Every competitor must complete each track day within the times specified by the Race Director in order to remain in competition. To complete a track day, a competitor's car must stage under its own power and take the green light. Entries that take the green but are unable to complete a full dragstrip pass will be given an e.t. of 20 seconds for the day.
 - If a competitor misses a track day and is out of the running, he or she may be able to make exhibition runs during the remaining days of Sick Week, if time allows, and at the Race Director's discretion.
 - Sick Week uses a 0.400 Pro tree.
 - Time slips require a reaction time of 1.000 or less to be handed in without adjustment. Time slips with a reaction time over 1.000 may be handed in, with the amount over 1.000 to be added to the e.t. reaction time adjustments may not be used to hand in a slip with an e.t. under a tech limit, ie: a 1.100 reaction cannot make an 8.40 an 8.50 if you are only teched to 8.50.
- At the Race Director's discretion, a time slip with a reaction time greater than 1.000 may be handed in without adjustment if there are extenuating circumstances, such as an issue with the Christmas tree or an opponent.
- It is the competitors' responsibility to hand in their time slips to the specified Sick Week staffer each day before leaving the track. Once a slip is handed in, no other time slip will be honored that day. The e.t. and mph on the time slip may not be quicker or faster than the car's tech speed.
 - If an entrant needs to drop out of competition at the drag strip, he or she is requested to notify the staff that is collecting time slips.

THE ROUTE, THE CHECKPOINTS

- The on-road drive is part of the Sick Week competition; following the specified route is mandatory. Traffic, potholes, road construction, gravel, and winding roads should be expected.
- In the event that a day of racing is rained out, competitors are still required to drive the entire route and must check in during the specified hours at the dragstrip in order to remain in competition and to receive

information about the schedule and driving directions to the next track.

- Each day's drive has at least one mandatory checkpoint. Each entrant is required to carry a smart phone with social media access that must be used to photograph the car at each checkpoint and post the picture to social media with the required #s for that checkpoint. Each competitor's social media will be checked each day as time slips are handed in to verify that participants have passed through all the required checkpoints.
- Host hotels will be posted on sickthemagazine.com. Competitors are not required to stay at host hotels and may stop any where they wish along the way as long as the entire route is followed.

PROTESTS

- Protesting another racer requires detailing the rule infraction in writing, submitting a \$100 fee, and supplying any evidence, including photos or video. If the protest is upheld or negated by forfeiture, the \$100 is returned. If the protest is not upheld, the \$100 goes to the racer being protested.
- All protests are decided on by the Race Director, and the decision is final. The Race Director may apply, or not apply, rules at their discretion.

FINALS RAINOUT CONTINGENCY

- In the event the finals are rained out, event officials will determine if the competition will continue on a rain date the following day or if Sick Week winners will be determined by the competition results ending the prior day.

WORKING ON COMPETITION VEHICLES

- Sick Week competitors may borrow or buy parts, tools, supplies, or fuel from each other and may help each other with manpower only on an impromptu basis.
- Vehicles entered with the obvious intent of supporting another competitor with parts, tools, supplies, fuel, or manpower subject both entries to disqualification at the Race Director's discretion. It is not our intent to keep friends from helping friends but to prevent entries from acting as support vehicles for other competitors.
- If an entry receives regular, daily assistance from any person who is not a registered passenger in that entry's car, that person is considered illegal support.
- If an entry uses parts, tools, supplies, or fuel from another competitor or another non-competition vehicle on a daily basis, that is considered illegal support.
- Helpers may not lead or follow in separate vehicles.
- Ordering parts and having them delivered during Sick Week to fix unforeseen problems is allowed.

QUARANTINE

- Sick Week officials may, without notice, require competitors to set up their pit spot in the Quarantine area for observation during track days.
- No vehicles may park in Quarantine other than those designated by the Race Director.
- After day one, all cars that are in the top three positions in their class, and that have run quicker than 8.50 during Sick Week competition, are required to report to Quarantine every day of competition.
- Only the wrist-banded drivers and registered, wrist-banded passengers of the cars in quarantine may work on the cars in Quarantine.
- The only parts, tools, or supplies that can be used in the Quarantine are those that were carried in the car or the car's trailer, or borrowed from other racers in Quarantine. In cases of impromptu repairs, purchasing or borrowing of parts from outside of Quarantine must be approved by the Race Director.
- Quarantine cars may not be worked on outside of the Quarantine area.
- Quarantine cars may not leave the track before handing in a time slip.
- Broken parts removed from quarantine cars may be taken off site to be repaired. Example: a cylinder head taken to a local shop for welding.

NO TRAILERS, NO SUPPORT VEHICLES

- Vehicles in competition may not be led or followed at any distance by support vehicles of any kind. A support vehicle is one used to supply, or with the intent of supplying, any rescue efforts or to carry anything for a competitor, including luggage, tools, fuel, repair parts or spares, and helpers or crew. Support vehicles towing just-in-case trailers are not allowed.
- Racers may not be followed by motorhomes for overnight accommodations.
- All vehicles must be driven under their own power during the entire Sick Week competition and may not be towed, trailered, pushed, or hauled at any time. The exception is in the event of an emergency in which a vehicle needs to be removed from the roadway or other dangerous situation, in which case assistance may be used to move the car a short distance to a safe area, for example, to the next highway exit.
- A Sick Week phone number will be supplied to participants. If an entrant wishes to forfeit the competition by loading the vehicle on a trailer or otherwise enlisting an illegal support vehicle, the number must be called to immediately notify the staff of the forfeiture.
- Violation of the support-vehicle and crew rules is cause for immediate disqualification at the Race Director's discretion.

TRAILERS AND CARGO ON COMPETITION VEHICLES

- Each competition vehicle may tow a single-axle cargo trailer to carry tools, supplies, and spare parts.
- Trailers may not contain any components that contribute to cooling, charging, oiling, or fueling the competition vehicle while the trailer is being towed.

VEHICLE RULES FOR ALL CLASSES

- The event is open to four-wheel vehicles of any year, make, or model, except where limited by individual class rules. Motorcycle-based vehicles are not allowed.
- All entries must have current and legal vehicle registration and insurance with paperwork that matches the VIN and license plate on the car. No dealer or manufacturer plates are allowed.
- No rental cars allowed.
- Vehicles in competition must have functional headlights, taillights, brake lights, turn signals, horn, and a rear view mirror. Headlights must be of OE-type design.
- Equipment rules apply to both the street and track portions of the event.
- All vehicles with an e.t. of 9.99 or less should have a fluid containment system (either a diaper or fluid containment pan) while on the race track.
- All tire rules apply only on the drag strip and not for the street drive.
- All entries are required to use purpose-built drag-race drive tires on the track, including slicks, DOT-approved slicks (examples: Mickey Thompson ET Street R, Hoosier Quick Time D.O.T), or drag radials (examples: Mickey Thompson ET Street Radial S/S or Pro, Hoosier D.O.T Drag Radial, BFG Drag Radial, Nitto NT05R). No conventional treaded street tires.
- All vehicles must meet NHRA safety rules for the e.t. and speed they are capable of, and drivers must be IHRA or NHRA licensed if required. Sick Week officials will not accept time slips that are quicker or faster than the car or driver's teched legal e.t. and mph. Running quicker than the safety equipment or driver's race license allows is cause for disqualification at the discretion of the Race Director.
- Swapping engines so that one is used for the dragstrip and another for the on-road drives is not allowed. One long-block is to be used for the entire competition, barring the need for impromptu repairs.
- Beam breakers are not allowed. Beam breakers are defined as protrusions from the front of the vehicle that extend past the profile silhouette of the body.
- Vehicles in all classes may use any fuel provided the car and the driver have the required safety equipment required by the NHRA for that fuel type.
- In Naturally Aspirated classes, the engine may not use power adders of any kind.
- In Power Adder classes, the engine must use a supercharger, turbocharger, nitrous oxide, or some combination thereof.
- In Small-Block classes, engine displacement must be 430 ci and below, and the engine may not be a Mopar

426-based Hemi, a Chrysler early Hemi, a big-block Mopar, a big-block Chevy, a big-block Ford, or an FE Ford.

- In Big-Block classes, engine displacement must be 431 ci and above. All Mopar 426-based Hemis, Chrysler early Hemis, big-block Mopars, big-block Chevys, big-block Fords, and FE Fords will run in Big-Block classes regardless of displacement.

- Winners' engines may be pumped to verify displacement.

- It is the responsibility of the racer to know and comply with the rules; passing tech inspection does not constitute a right to remain in competition if rules violations are discovered later.

- Vehicles with rule variations may be classified at the Race Director's discretion.

- Entries that are disqualified from competition are not eligible for a refund of registration fees.

Awards that are not class category specific:

Quickest AMC

Quickest Chevy

Quickest Buick

Quickest Ford

Quickest Mopar

Quickest Olds

Quickest Pontiac

Quickest without a trailer

Sickest of the Sick

SICK WEEK SPECIFIC CATEGORY RULES

UNLIMITED CATEGORY

Unlimited is Sick Week's most radical class and has no restrictions on modifications except for those listed in "Vehicle Rules for All Classes".

No awards for this class.

UNLIMITED IRON CATEGORY

Unlimited Iron is for tube-chassis cars with a production body with unaltered appearance and minimal chassis restrictions.

BODY

- The body must be a stock, OE production vehicle with at least 5,000 having been sold to the public in the United States or abroad, model years 1938 and newer.
- The following are the only non-OE-production exterior body panels that may be made of non-metal materials: bumpers, hoods, deck lids, rear hatches, fenders, doors.
- Hood scoops, rear wings, and front air dams of any material are allowed.
- Any composite windows must appear stock and use stock moldings.
- An OE production grill, or an exact replica, for the body's year, make, and model must be used and cannot be blocked from the front.
- Stock, reproduction, or replica front and rear bumpers are required. Rear bumpers are not required on pickups.
- The body may not be altered from the stock shape. No chopping, no sectioning, no narrowing, no pinching, no stretching, no sloping of the nose, no relocating the front wheel openings, no quarter-panel moving or reshaping, no wheel tubs protruding outside the stock exterior body lines. Stretched rear wheel openings are allowed.
- The exterior appearance of the cowl and windshield may not be modified for engine or induction clearance.

CHASSIS

- Conversions from front-wheel-drive to rear-wheel-drive are not allowed.

MINIMUM WEIGHT

- Race weight with no cargo must be no less than 3,000 pounds with driver.

Awards within this category:

Overall winner of class

2nd Place in class

3rd Place in class

MODIFIED

Modified is the class for small-tire cars with the most liberal level of modifications.

BODY

- Must use an all-steel, OE body. OE Corvette bodies are allowed.
- Any composite windows must appear stock and use stock moldings.
- The body may not be altered from the stock shape. No chopping, no sectioning, no narrowing, no pinching, no stretching, no sloping of the nose, no relocating the front wheel openings, no quarter-panel moving or reshaping, no wheel tubs protruding outside the stock exterior body lines. Stretched rear wheel openings are allowed.
- Firewall must be in the stock location. Firewall may be smoothed and notched for distributor and valve-cover clearance.
- Body panels may be reproduced in any material. No one piece front ends.

INTERIOR

- May not have driver set back past the stock location.

CHASSIS

- Must use stock framersails forward of the firewall. Aftermarket front-clip kits that replace the stock framersails forward of the firewall are allowed, but they must be commonly available from a recognized manufacturer and must bolt in place on the stock frame or unibody. Aftermarket front-clip kits may use tubular main rails.
- No modifications allowed that would be considered a body drop or channeling; the body cannot be lowered over the stock framersails.
- Engine may not be set back past the stock firewall location.

SUSPENSION

- Modified suspension and stock suspension permitted.

WHEELS AND TIRES

Modified cars must use tires on the drag strip that are no greater than 315/60-15 at the tread, as verified by the actual stamped tire size during tech, with the tire carrying the vehicle's weight and at 20 psi of tire pressure. Tire edges may not be shaved or cut to meet the 315/60-15 maximum.

Awards within this category:

Overall winner of class

2nd Place in class

3rd Place in class

PRO STREET CATEGORY

Pro Street is for traditional, back-half, big-tire cars with a non-stock rear suspension configuration.

BODY

- Must use an all-steel, OE body. OE Corvette bodies are allowed.
- The following are the only non-OE-production exterior body panels that may be made of non-metal materials: 1) bumpers, 2) hoods, 3) deck lids, 4) rear hatches.
- Hood scoops, rear wings, and front air dams of any material are allowed.
- All windows must be made of safety glass with the exception of pickup and El Camino/Ranchero rear windows.
- An OE production grill, or an exact replica, for the body's year, make, and model must be used and cannot be blocked from the front.
- Stock, reproduction, or replica front and rear bumpers are required. Rear bumpers are not required on pickups.
- The body may not be altered from the stock shape. No chopping, no sectioning, no narrowing, no pinching, no stretching, no sloping of the nose, no relocating the front wheel openings, no quarter panel moving or reshaping, no wheel tubs protruding outside the stock exterior body lines. Stretched rear wheel openings are allowed.
- Firewall must be in the stock location. Firewall may be smoothed and notched for distributor and valve cover clearance.
- Must use steel floor pans from the firewall to the leading edge of the wheel tubs. Floor pans must be welded to the rocker panels and firewall in the original locations. Floor pans may be notched for subframe connectors or roll cage tubing. The trans tunnel may be modified for transmission clearance.

INTERIOR

- Must have driver and passenger seats.
- Must use a stock-appearing dash structure.
- May not have driver set back past the stock location.

CHASSIS

- Must use stock frame rails forward of the firewall. Aftermarket front-clip kits that replace the stock frame rails forward of the firewall are allowed, but they must be commonly available from a recognized manufacturer and must bolt in place on the stock frame or unibody.
- No modifications allowed that would be considered a body drop or channeling; the body cannot be lowered over the stock frame rails.
- Engine may not be set back past the stock firewall location.
- Conversions from front-wheel-drive to rear-wheel-drive are not allowed.

REAR SUSPENSION

- The rear suspension must use a non-stock parallel four-link, ladder bars, a conversion from IRS to solid axle, or other significant departure from the stock suspension concept. Exception: Cars that were originally equipped with leaf springs may retain them if they are moved radically inboard to fit extra-wide, traditional Pro Street-style tires.

WHEELS AND TIRES

- Pro Street cars must use tires on the dragstrip that are greater than 11.5 inches wide at the tread, as measured with a go/no-go gauge with the tire carrying the vehicle's weight and at 20 psi of tire pressure.

MINIMUM WEIGHT

- Race weight with no cargo must be no less than 3,000 pounds with driver.

Awards within this category:

Overall winner of class

2nd Place in class

3rd Place in class

SUPER STREET CATEGORY

Super Street is for small-tire cars with fewer restrictions than Street Race, but retaining stock-concept rear suspension. Vehicles in Super Street must have modifications that prevent them from running in Street Race.

BODY

- Must use an all-steel, OE body. OE Corvette bodies are allowed.
- The following are the only non-OE-production exterior body panels that may be made of non-metal materials: 1) bumpers, 2) hoods, 3) deck lids, 4) rear hatches, 5) fenders
- Hood scoops, rear wings, and front air dams of any material are allowed.
- Any composite windows must appear stock and use stock moldings.
- An OE production grille, or an exact replica, for the body's year, make, and model must be used and cannot be blocked from the front.
- Stock, reproduction, or replica front and rear bumpers are required. Rear bumpers are not required on pickups.
- The body may not be altered from the stock shape. No chopping, no sectioning, no narrowing, no pinching, no stretching, no sloping of the nose, no relocating the front wheel openings, no quarter-panel moving or reshaping, no wheel tubs protruding outside the stock exterior body lines. Stretched rear wheel openings are allowed.
- Must use stock floorpans from the firewall to behind the driver seat. Stock floorpans are defined as those with original contours in the original location, made of the original material, and welded to the rocker panels and firewall in the original location. Flat steel non-OE floors are not allowed. Floorpans may be notched for subframe connectors, rollcage tubes, or transmission clearance. Spare-tire wells may be cut out and filled.
- Widened or fabricated wheel tubs are allowed.

INTERIOR

- May not have driver set back past the stock location.

CHASSIS

- Must be NHRA certified to 9.99 seconds or quicker in the quarter mile.
- Must use stock framerails forward of the firewall. Aftermarket front-clip kits that replace the stock framerails forward of the firewall are allowed, but they must be commonly available from a recognized manufacturer and must bolt in place on the stock frame or unibody.
- No modifications allowed that would be considered a body drop or channeling; the body cannot be lowered over the stock framerails.
- Engine may not be set back past the stock firewall location.
- Conversions from front-wheel-drive to rear-wheel-drive are not allowed.

FRONT SUSPENSION

- May not use struts on vehicles not factory equipped with struts.

REAR SUSPENSION

- The rear suspension may use aftermarket components, but they must be commonly available from a recognized manufacturer, and they must bolt in place on the stock frame in the original pickup points. Minor welding as instructed by the parts manufacturer is allowed. Variances may be allowed for homebuilt components if they are deemed by the Race Director to meet the spirit of the rules.
- Bolt-in or weld-in parallel four-links, ladder bars, non-stock watts links, non-stock wishbones, and non-stock track locators are prohibited.
- Panhard bars may only be used on cars factory-equipped with Panhard bars and must be located in the stock brackets.
- The rear suspension must retain the stock concept: OE leaf-spring cars must use leaf springs, OE triangulated four-link cars must use triangulated four-links, OE torque-arm cars must use torque arms, and so on.

- Cars factory-equipped with coil springs may use coilover conversions.
- Relocated shock and coilover mounting points are allowed, and the mounts may be custom fabricated.
- Typical mini-tub techniques, such as relocating leaf springs inboard, are allowed.
- Weld-in rear sway-bar kits are allowed.
- IRS-to-solid-axle conversions are not allowed. Exception: Mustang Cobras that came stock with IRS may use solid axles if stock Mustang triangulated-four-link suspension is used.

WHEELS AND TIRES

- Super Street cars must use tires on the dragstrip that are no greater than 11.5 inches wide at the tread, as measured with a go/no-go gauge with the tire carrying the vehicle's weight and at 20 psi of tire pressure. Tireedges may not be shaved or cut to meet the 11.5-inch maximum.

ENGINE

- Engines must be based upon cylinder-block architecture offered by an OE manufacturer for use in production-line passenger cars. Altered bore spacing is prohibited. Deck height is open.
- Billet engine blocks and cylinder heads prohibited.

MINIMUM WEIGHT

- Race weight with no cargo must be no less than 3,000 pounds with driver.

Awards within this category:

Overall winner of class

2nd Place in class

3rd Place in class

Quickest Small-Block

Quickest Big-Block

STICK SHIFT

WEIGHT

- V8s with power adders must meet a minimum weight of 3000 lbs
- No minimum weight for naturally aspirated V8s or non-V8s.

TRANSMISSION

- Must be clutch assisted shift.
- Bruno or Lenco transmissions are not allowed.

Awards within this category:

Overall winner of class

2nd Place in class

3rd Place in class

Quickest Non-V8

NATURALLY ASPIRATED

All cars must meet rules for one of the following classes: Modified, Pro Street, Street Race (any version).

ENGINE

- No power adders permitted.

Awards within this category

Overall winner of class

2nd Place in Class

3rd Place in Class

Quickest Modified Small Block (must meet rules for Modified)

Quickest Modified Big Block (must meet rules for Modified)

Quickest Pro Street Small Block (must meet rules for Pro Street)

Quickest Pro Street Big Block (must meet rules for Pro Street)

Quickest Super Street Small Block (must meet rules for Super Street)

Quickest Super Street Big Block (must meet rules for Super Street)

Quickest Street Race Small Block (must meet rules for Street Race)

Quickest Street Race Big Block (must meet rules for Street Race)

ROWDY RADIALS

- 235 or smaller drag radial or 26 x 8.5 or smaller slick
- AWD cars can run on any street radial
- 1/8 mile racing

Awards within this category:

Overall winner of class

2nd Place in class

3rd Place in class

SICK WEEK FREAKS

BODY

- The body must be a stock, OE production vehicle with at least 5,000 having been sold to the public in the United States or abroad, model years 1938 and newer.
- The following are the only non-OE-production exterior body panels that may be made of non-metal materials: 1) bumpers, 2) hoods, 3) deck lids, 4) rear hatches, 5) fenders, 6) doors.
- Hood scoops, rear wings, and front air dams of any material are allowed.
- Any composite windows must appear stock and use stock moldings.
- An OE production grill, or an exact replica, for the body's year, make, and model must be used and cannot be blocked from the front.
- Stock, reproduction, or replica front and rear bumpers are required. Rear bumpers are not required on pickups.
- The body may not be altered from the stock shape. No chopping, no sectioning, no narrowing, no pinching, no stretching, no sloping of the nose, no relocating the front wheel openings, no quarter-panel moving or reshaping, no wheel tubs protruding outside the stock exterior body lines. Stretched rear wheel openings are allowed.
- The exterior appearance of the cowl and windshield may not be modified for engine or induction clearance.

ENGINE

- Engine must be less than eight cylinders, unless using diesel fuel.
- Rotaries permitted and encouraged.
- Electric motors permitted and encouraged.

Awards within this category:

Overall winner of class

2nd Place in class

3rd Place in class

Quickest Four Cylinder

Quickest Six Cylinder

Quickest Electric

Quickest Rotary

Quickest Diesel

GASSERS VS HOT RODS VS BEETLES

GASSERS

Gasser is for '60s-style door-slamers. The style includes a nose-high stance or solid front axle conversion, a drastically altered wheelbase (early-funny-car or A/FX-style), radiused rear-wheel openings, retro lettering, and period-correct wheels. Muscle-era cars will need more modifications than just stickers and nostalgia wheels to qualify; they can't just look like Stock or Super Stock cars. For example, a factory '68 Hemi Dart would seem to be legal by the rules, but would not pass the subjective criteria unless you converted to a straight axle front suspension.

RULES FOR A/GAS

BODY

- Must be a '28 to '68 American car or truck or a Fordson, Thames, Anglia, or Austin.
- No convertibles or roadsters.
- May be steel or fiberglass. Replicas must be faithful to the original car.
- OE or reproduction fenders must be used in the stock location.
- May not use post-'60s-appearing lettering or paint graphics.
- No wings, spoilers, or air dams allowed.
- Hoodscoops must appear like those used in the early '60s. No cowl-induction hoods, no snorkel scoops, no Pro Stock scoops.
- Any composite windows must appear stock and use stock exterior moldings. No window supports visible from outside the car.
- The body may not be altered from the stock shape. No chopping, no sectioning, no narrowing, no pinching, no stretching, no sloping of the nose, no quarter-panel moving or reshaping, no wheel tubs protruding outside the stock exterior body lines. Radiused rear wheel openings are allowed and altered-wheelbase cars may have relocated wheel openings.

CHASSIS

- Engine setback is allowed, but the center of the intake manifold (as measured fore and aft) may not be aft of the base of the windshield.
- The frame may not have round-tube main rails.
- May not have a lowered stance. A raised stance is encouraged.
- No center steering.

FRONT SUSPENSION

- May not use struts.
- May not be Mustang II style, including similar aftermarket A-arm conversions.

STEERING

- Rack-and-pinion conversions are not allowed.

WHEELS AND TIRES

- Gasser class cars must use tires on the dragstrip that are no greater than 11.5 inches wide at the tread, as measured with a go/no-go gauge with the tire carrying the vehicle's weight and at 20 psi of tire pressure. Tire edges may not be shaved or cut to meet the 11.5-inch maximum.
- Wheels must be traditionally styled; no billet.
- Wheels may be no more than 16 inches in diameter

ENGINE

- Must use American engine families from '68-and-earlier model years.
- Engines must be based upon cylinder-block architecture offered by an OE manufacturer for use in production-line passenger cars. Altered bore spacing is prohibited. Deck height is open.
- Billet engine blocks and cylinder heads prohibited.

- EFI may only be used on traditional stack-type injection manifolds or on traditional-appearing supercharger hats.
- The only power-adder allowed is a non-screw-type roots supercharger up to 8-71. No turbos or nitrous.
- Intercoolers located between the supercharger and the manifold are not allowed.
- Cylinder heads must use the OE port configuration; no symmetrical-port or spread-port heads.
- Engines that were OE designed with inline valves may not use canted-valve heads.

DRIVETRAIN

- Lenco-type transmission prohibited.

RULES FOR B/GAS

BODY

- Must be a '38 to '68 American car or truck or a Fordson, Thames, Anglia, or Austin. (Note: the '38 model year limit is not a typo. B/Gas is for full-bodied cars, not the smaller and lighter Model As and similar cars that are allowed in A/Gas.)
- No convertibles or roadsters.
- The main body shell and doors must be steel.
- The following are the only non-OE-production exterior body panels that may be made of non-metal materials: 1) bumpers, 2) hoods, 3) deck lids, 4) fenders.
- OE or reproduction fenders must be used in the stock location.
- May not use post-'60s-appearing lettering or paint graphics.
- No wings, spoilers, or air dams allowed.
- Hoodscoops must appear like those used in the early '60s. No cowl-induction hoods, no snorkel scoops, no Pro Stock scoops.
- The body may not be altered from the stock shape. No chopping, no sectioning, no narrowing, no pinching, no stretching, no sloping of the nose, no quarter-panel moving or reshaping, no wheel tubs protruding outside the stock exterior body lines. Radiused rear wheel openings are allowed and altered-wheelbase cars may have relocated wheel openings.
- Firewall may not be set back more than 8 inches from the stock location.
- Must use steel floor pans from the firewall to the rear bumper. Floor pans must be welded to the rocker panels and firewall in the original locations.

CHASSIS

- The frame may not have round-tube main rails.
- May not have a lowered stance. A raised stance is encouraged.
- No center steering.
- May not use a rollcage design that includes the use of a Funny Car-type protective structure around the driver.

FRONT SUSPENSION

- May not use struts.
- May not be Mustang II style, including similar aftermarket A-arm conversions.
- May not use coilovers.

REAR SUSPENSION

- May not use a four-link unless it's the factory configuration for the year, make, and model.

STEERING

- Rack-and-pinion conversions are not allowed.

WHEELS AND TIRES

- Gasser class cars must use tires on the dragstrip that are no greater than 11.5 inches wide at the tread, as measured with a go/no-go gauge with the tire carrying the vehicle's weight and at 20 psi of tire pressure. Tire edges may not be shaved or cut to meet the 11.5-inch maximum.
- Wheels must be traditionally styled; no billet.
- Wheels may be no more than 16 inches in diameter.

ENGINE

- Must use American engine families from '68-and-earlier model years.
- Engines must be based upon cylinder-block architecture offered by an OE manufacturer for use in production-line passenger cars. Altered bore spacing is prohibited. Deck height is open.
- Billet engine blocks and cylinder heads prohibited.
- 555ci displacement limit.
- No EFI allowed. Carbureted or mechanical injection only.
- No power adders allowed.
- No aluminum cylinder blocks.
- Cast intake manifolds only. No fabricated sheetmetal intakes.
- Cylinder heads must use the OE port configuration; no symmetrical-port or spread-port heads.
- Engines that were OE designed with inline valves may not use canted-valve heads.

DRIVETRAIN

- Lenco-type transmission prohibited.
- Manual transmissions with clutchless shifting prohibited.

HOT RODS

Hot Rod is for '28 to '48 American cars and trucks.

BODY

- Must be a '28 to '48 American car or truck.
- May be steel or fiberglass. Replicas must be faithful to the original car.
- Fenders, running boards, hoods, and hood sides may be removed.
- Traditional '50-style chopping and sectioning are allowed; radical alterations and stretching such as those seen on Super Gas/Comp roadsters and Pro-Mod cars are not allowed.
- No wings, spoilers, or air dams allowed.

CHASSIS

- The frame must be original or a street-oriented aftermarket replacement.
- No round-tube frameroails.
- Engine may not be set back past the stock windshield location.

FRONT SUSPENSION

- Fenderless cars may not have independent front suspension.
- Struts not allowed.

TIRES & WHEELS

- Must use tires on the drag strip that are no greater than 11.25 inches wide at the tread, as measured installed and on the ground with a go/no-go gauge. Tire edges may not be shaved or cut to meet the 11.25 inch maximum. Drag radials with a metric width labeling of no greater than 295 mm may be used.

ENGINE

- Must use American engine families from '68-and-earlier model years.
- 555ci displacement limit.
- No EFI allowed. Carbureted or mechanical injection only.
- No aluminum cylinder blocks.
- Cast intake manifolds only. No fabricated sheetmetal intakes.
- Cylinder heads must use the OE port configuration; no symmetrical-port or spread-port heads.
- Engines that were OE designed with inline valves may not use canted-valve heads.

DRIVETRAIN

- Lenco-type transmission prohibited.
- Manual transmissions with clutchless shifting prohibited.

BETLES

ENGINE

- Must use a Volkswagen based engine.

CHASSIS

- The frame must be original or a street-oriented aftermarket replacement.
- No round-tube framerails.
- Engine must be in rear of chassis.

Awards within this category:

Overall winner of class

2nd Place in class

3rd Place in class

Quickest A/Gasser

Quickest B/Gasser

Quickest Hot Rod

Quickest Beetle

275 STREET RACE CATEGORY

Street Race is for cars with OE appearing bodies and stock style front frames using aftermarket performance parts. Cars in this class may not run an e.t. quicker than 8.50.

IMPORTANT: Street Race competitors posting an e.t. quicker than 8.50 at any time are subject to disqualification or reclassification to another category.

BODY

- Must use an all-steel OE body including doors, roof, and quarters. Fiberglass fenders, hood, and deck lid allowed. OE Corvette bodies are allowed.
- Hood scoops of any material are allowed.
- All side windows must be made of safety glass. Front and rear optic armor or equivalent allowed.
- An OE production grill, or an exact replica, for the body's year, make, and model will be used.
- Fiberglass reproduction or replica front and rear bumpers are allowed.
- Deck spoilers or wings allowed.
- Front air dams or splitters allowed.
- The body may not be altered from the stock shape. No chopping, no sectioning, no narrowing, no pinching, no stretching, no sloping of the nose, no relocating the front wheel openings, no quarter-panel moving or reshaping, no wheel tubs protruding outside the stock exterior body lines.
- Firewall must be in the stock location. Firewall may be smoothed and notched for distributor and valve- cover clearance.
- Must use stock floor pans from the firewall to the B pillar. Stock floor pans are defined as those with original contours in the original location, made of the original material, and welded to the rocker panels and firewall in the original location. Flat steel non-OE floors are not allowed. Floor pans may be notched for subframe connectors, rollcage tubes, or transmission clearance. Spare-tire wells may be cut out and filled.
- Widened or fabricated wheel tubs are allowed.

INTERIOR

- Must have driver and passenger seats and a finished interior. A headliner is optional.
- Must use a stock style dash structure, fiberglass factory appearing dash allowed.
- May not have driver set back past the stock location.
- May have intercoolers or water tanks aft of the firewall.

CHASSIS

- Must use the stock frame or subframe(s) (Smith Race Craft permitted see front suspension notes) from just forward of the a-arm/strut tower to the B pillar.
- Subframe connectors, tubular transmission crossmembers, and bolt-in tubular front crossmembers are allowed.
- Rear framerails may be notched and boxed for tire clearance.
- May use a rollcage design that includes the use of a Funny Car-type protective structure around the driver.
- Engine may not be set back past the stock firewall location.

FRONT SUSPENSION

- The front suspension may use aftermarket components, but they must be commonly available from a recognized manufacturer and they must bolt in place on the stock frame. Minor welding as instructed by the parts manufacturer is allowed. Variances may be allowed for homebuilt components if they are deemed by the race director to meet the spirit of the rules; email detailed photos to John@X275.net for pre-event verification.
- Non-stock strut conversions are prohibited.
- Aftermarket front suspensions or front clips that replace the stock framerails forward of the firewall are allowed but must retain factory style replacement components.

REAR SUSPENSION

- Any type of rear suspension allowed.

STEERING

- Rack-and-pinion conversions are allowed.

WHEELS AND TIRES

- 275 Street Race cars must use tires on the drag strip that are no greater than 275/60-15 at the tread, as verified by the actual stamped tire size during tech, with the tire carrying the vehicle's weight and at 20 psi of tire pressure. Tire edges may not be shaved or cut to meet the 275/60-15 maximum.

ENGINE

- Engines must be based upon cylinder-block architecture offered by an OE manufacturer for use in production line passenger cars. Altered bore spacing is prohibited. Deck height is open.
- Billet engine blocks and cylinder heads prohibited.

DRIVETRAIN

- Any transmission permitted.

MINIMUM WEIGHT

- Race weight with no cargo must be no less than 2,800 pounds with driver.

Awards within this category:

Overall winner of class

2nd Place in class

3rd Place in class

SICK STREET RACE CATEGORY

Street Race is for cars with OE bodies and frames using bolt-on performance parts. Cars in this class may not run an e.t. quicker than 8.50.

IMPORTANT: Street Race competitors posting an e.t. quicker than 8.50 at any time are subject to disqualification or reclassification to a different category.

BODY

- Must use an all-steel OE body including doors, fenders, and trunk lid or hatch. OE Corvette bodies are allowed.
- The following are the only non-OE-production exterior body panels that may be made of non-metal materials: 1) bumpers, 2) hoods.
- Hood scoops of any material are allowed.
- All windows must be made of safety glass with the exception of pickup and El Camino/Ranchero rear windows.
- An OE production grill, or an exact replica, for the body's year, make, and model must be used and cannot be blocked from the front.
- Stock, reproduction, or replica front and rear bumpers are required. Rear bumpers are not required on pickups.
- Deck spoilers must be of OE design for the year/make/model of the body.
- Front air dams or splitters must be of OE design for the year/make/model of the body.
- The body may not be altered from the stock shape. No chopping, no sectioning, no narrowing, no pinching, no stretching, no sloping of the nose, no relocating the front wheel openings, no quarter-panel moving or reshaping, no wheel tubs protruding outside the stock exterior body lines.
- Firewall must be in the stock location. Firewall may be smoothed and notched for distributor and valve-cover clearance.
- Must use stock floorpans from the firewall to the rear bumper. Stock floorpans are defined as those with original contours in the original location, made of the original material, and welded to the rocker panels and firewall in the original location. Flat steel non-OE floors are not allowed. Floorpans may be notched for subframe connectors, rollcage tubes, or transmission clearance. Spare-tire wells may be cut out and filled.
- Widened or fabricated wheel tubs are allowed.

INTERIOR

- Must have driver and passenger seats and a fully upholstered interior. A headliner is optional.
- Must use the stock dash structure.
- May not have driver set back past the stock location.
- ~~May not have intercoolers or water tanks aft of the firewall.~~

CHASSIS

- Must use the complete stock frame or subframe(s) from bumper to bumper.
- Subframe connectors, tubular transmission crossmembers, and bolt-in tubular front crossmembers are allowed.
- Rear framerails may be notched and boxed for tire clearance but must be in the stock location, must remain structural as intended by the OE manufacturer, and may not be supported or reinforced by non-original methods (though a custom upper-shock crossmember that spans from framerail to framerail is allowed).
- May not use a rollcage design that includes the use of a Funny Car-type protective structure around the driver.
- Engine may not be set back past the stock firewall location.

FRONT SUSPENSION

- The front suspension may use aftermarket components, but they must be commonly available from a recognized manufacturer and they must bolt in place on the stock frame. Minor welding as instructed by the parts manufacturer is allowed. Variances may be allowed for homebuilt components if they are deemed by the race director to meet the spirit of the rules; email detailed photos to John@X275.net for pre-event verification.
- Non-stock strut conversions are prohibited.
- Aftermarket or fabricated front suspensions or front clips that replace the stock framerails forward of the

firewall are prohibited.

REAR SUSPENSION

- The rear suspension may use aftermarket components, but they must be commonly available from a recognized manufacturer, and they must bolt in place on the stock frame in the original pickup points. Minor welding as instructed by the parts manufacturer is allowed. Variances may be allowed for homebuilt components if they are deemed by the race director to meet the spirit of the rules; email detailed photos to John@X275.net for pre-event verification.
- Bolt-in or weld-in parallel four-links, ladder bars, non-stock watts links, non-stock wishbones, and non-stock track locators are prohibited.
- Panhard bars may only be used on cars factory-equipped with Panhard bars and must be located in the stock brackets.
- The rear suspension must retain the stock concept: OE leaf-spring cars must use leaf springs, OE coil-spring cars must use coil springs in the stock location, OE triangulated four-link cars must use triangulated four-links, OE torque-arm cars must use torque arms, and so on.
- Rear coilover conversions are not allowed.
- Relocated shock mounting points are allowed and the mounts may be custom fabricated.
- Typical mini-tub techniques, such as relocating leaf springs inboard, are allowed.
- Weld-in rear sway-bar kits are allowed.
- IRS-to-solid-axle conversions are not allowed. Exception: Mustang Cobras that came stock with IRS may use solid axles if stock Mustang triangulated-four-link suspension is used.

STEERING

- Rack-and-pinion conversions are allowed.

WHEELS AND TIRES

- Street Race cars must use tires on the drag strip that are no greater than 11.5 inches wide at the tread, as measured with a go/no-go gauge with the tire carrying the vehicle's weight and at 20 psi of tire pressure. Tire edges may not be shaved or cut to meet the 11.5-inch maximum.

ENGINE

- Engines must be based upon cylinder-block architecture offered by an OE manufacturer for use in production line passenger cars. Altered bore spacing is prohibited. Deck height is open.
- Billet engine blocks and cylinder heads prohibited.

DRIVETRAIN

- Turbochargers may not be located aft of the firewall.
- Lenco-type transmission prohibited

MINIMUM WEIGHT

- Race weight with no cargo must be no less than 3,200 pounds with driver.

Awards within this category:

Overall winner of class

2nd Place in Class

3rd Place in Class

PRO DY0 (DIAL YOUR OWN)

Racers are required to hand in one time slip per day between or dead-on 8.500 and 9.999. The winner will be the racer with the smallest spread of times throughout the week. For example, handing in slips of 9.501, 9.493, 9.525, 9.491 and 9.526 would be a spread of 0.035. In the event of a tie, the winner will be the racer with the quickest overall e.t. average for the week.

CHASSIS

- Must be teched quicker than 10.00.

Awards within this category:

Overall winner of class

2nd Place in class

3rd Place in class

DYO (DIAL YOUR OWN)

Racers are required to hand in one time slip per day above or dead-on 10.000. The winner will be the racer with the smallest spread of times throughout the week. For example, handing in slips of 10.501, 10.493, 10.525, 10.491 and 10.526 would be a spread of 0.035. In the event of a tie, the winner will be the racer with the quickest overall average for the week.

Awards within this category:

Overall winner of class

2nd Place in class

3rd Place in class

SICK BULLSEYE CHALLENGE

Each day a random number will be chosen between 0 and 99. Racers will be required to go as close to that number as possible in the hundredths of their time slip without 'breaking out'. For example, if the day's number is 37, a racer can try and go close to 10.37, 11.37, 12.37 etc. A 10.392 for example would result in a score of 0.022 for the day. A 10.368 would be regarded as a 'break out' and cannot be handed in. In the event of a tie, the winner will be the racer with the quickest reaction time on their submitted time slip. Winners will be decided daily.

Awards within this category:

Daily winner