

SICK THE MAGAZINE - SICK 66 GENERAL RULES

WHAT IS SICK 66?

Sick 66 is the competition where street-legal drag-race cars run eighth-mile time trials at six different drag strips, driving on public roads between the dragstrips for a road trip of 1100-plus miles unassisted by support vehicles. It is the ultimate test of a street/strip car, with multiple trophies awarded for vehicles who complete the entire event. Sick events follow NHRA safety rules. Please see www.nhraracer.com for more information.

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/parents, or legal guardian/guardians, must be in attendance with them during onsite tech and registration, as well as for the duration of Sick 66. Both the custodial parent or guardian and child will be required to appear in person during tech and registration in order to sign the releases and waivers onsite. If parents will not be in attendance, but instead a guardian is in attendance, the guardian and minor must present a notarized minor waiver signed by the parents.
- Any racer intending to run elapsed times and speeds that require an NHRA license, per the guidelines in the NHRA rule book (www.nhraracer.com), must be qualified and must have obtained the required license by the sanctioning body prior to undergoing tech at Sick 66. Sick 66 allows multiple drivers for the same car provided that all drivers meet the NHRA requirements for the speed and ET the car is teched to run. Extra drivers require the purchase of an extra driver's wristband, available onsite only. Details available on registration day.
- Cars with multiple drivers are not eligible for more than one finishing position. The primary driver will be listed for timing purposes.

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 the announced local time on registration day. The registration day check-in time and details will be released in the form of an email to all racers prior to the event. 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 a valid government issued driver's license, as well as 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 registered passengers in the car, and they will be wrist-banded. The registered driver and passengers must ride in their registered vehicle during the Sick 66 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. The entry includes driver and one crew. Additional crew

bands must be purchased in advance.

- There are no specific race classes. We will be awarding Quickest Overall ET, multiple Tourist awards, and Quickest ET in several categories.
- The registration day will include tech inspection for NHRA safety and licensing rules. See www.nhraracer.com

DAY 1 DRIVER MEETING AND PIT INSTRUCTIONS

- There will be a mandatory driver/passenger meeting held before racing begins. Sick 66 competition begins at the close of the meeting.
- The starting track, as well as the ending track, will have a space where trucks and trailers may be left behind during Sick 66 competition. Competitors must secure their trucks and trailers before timed runs begin, or within 30 minutes of the end of the drivers' meeting.
- Access to the truck-and-trailer storage area will not be available until after the close of Sick 66 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, via text messaging, and at the drivers' meeting. Schedule adjustments may be made pending unforeseen circumstances.
- At the Race Director's discretion, dragstrip sessions may be divided into run groups. The usual method is based on anticipated ET across four run groups, however, some other method may be used for run groups based on the Race Director's discretion. Run groups based on ET: one for the cars 5.34 and quicker (1/4 mile equivalent 8.49 and quicker), one for cars 5.35 – 6.39 (1/4 mile equivalent 8.50 – 9.99), one for cars 6.40 – 7.34 (1/4 mile equivalent 10.0 – 11.49), and one for cars 7.35 and slower (1/4 mile equivalent 11.50+.) 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 in their run group or in all-run 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 66, if time allows, and at the Race Director's discretion.
- Sick 66 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 66 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 e.t. or speed.

- If an entrant needs to drop out of competition while 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 66 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. However Sick 66 is as much about the drive as about the racing so expect multiple checkpoints daily. 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 hashtags 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 and nearby alternates will be suggested and communicated to racers by separate email.

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 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 66 winners will be determined by the competition results ending the prior day.

WORKING ON COMPETITION VEHICLES

- Sick 66 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 will 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 and as such may disqualify the race entry.

- 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 and as such may disqualify the race entry.

- Helpers may not lead or follow in separate vehicles.

- Ordering parts and having them delivered during Sick 66 to fix unforeseen problems is allowed.

QUARANTINE

- Sick 66 officials may, without notice and at their discretion, require select 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.
- Racers will be notified by the Race Director or other Event Official to report to Quarantine.
- Only the wrist-banded drivers and registered, wrist-banded crew/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 area 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.
- Previously, there was an unwritten rule that sponsors were permitted to assist in Quarantine. This will no longer be permitted.
- Impromptu assistance may be permitted by the Race Director in the event that specialist repairs are required. For example, impromptu welding would be permitted, but help replacing a rear end would not.
- 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 66 competition and may not be towed, trailered, pushed, or hauled at any time during any of the competition days. Exceptions will be made for a road 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. Exceptions will also be made for impromptu towing from the end of the track, such as if a car cannot re-fire. Consistent tows may result in disqualification.
- A Sick 66 email address or 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 entrant must 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 ENTRIES

- NHRA safety rules will be in effect for 1/8 mile. Please read, know and understand the NHRA safety rules applicable to your car at www.nhraracer.com. Note, production vehicles 2008 – 2014, and 2015 and newer, will follow the NHRA Street Legal rules for those year breaks. See <https://www.nhra.com/nhra-street-legal>
- The event is open to four-wheel vehicles of any year, make, or model. Motorcycle-based vehicles are not allowed.
- No rental cars 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.

- 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 1/8 mile e.t. of 4.50 or quicker are required to utilize a fluid containment system (either a diaper or fluid containment pan) while on the race track. Vehicles with an 1/8 mile e.t. of 5.65 or quicker is strongly recommended to have a fluid containment system while on the race track.
- Purpose-built drag-style drive tires are preferred on the track. However, they are not mandatory for this event.
- All vehicles must meet NHRA safety rules for the e.t. and speed they are capable of, and drivers must be NHRA licensed if required. Sick 66 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 short-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 may use any fuel provided the car and the driver have the required safety equipment required by the NHRA for that fuel type.
- 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. Registration fees are non-refundable and non-transferable for any reason.

SICK 66 Award Categories

In addition to Quickest Overall ET, Sickest of the Sick, and many Tourist awards, we will also be awarding quickest ET for the following:

- Quickest Chevrolet
- Quickest Ford
- Quickest Mopar
- Quickest Pontiac
- Quickest Buick
- Quickest Olds
- Quickest AMC
- Quickest Stick Shift
- Quickest Naturally Aspirated
- Quickest Radial
- Quickest Gasser
- Quickest Hot Rod
- Quickest Beetle
- Quickest Big Block
- Quickest Small Block
- Quickest Electric
- Quickest Rotary
- Quickest Diesel
- Quickest 4 Cylinder
- Quickest 6 Cylinder