

2010 GENERAL REGULATIONS

CLASS & SAFETY REQUIREMENTS It is the participant's responsibility to familiarize oneself with the class requirements as found in the 2010 True Street Drag Racing, Inc. rulebook and the safety requirements as found in the 2010 NHRA rulebook. The participant agrees that the participant bears the ultimate responsibility at all times to ensure that participant complies with all applicable NHRA & True Street Drag Racing, Inc. rules. The participant agrees that participant is in the best position to know about the construction and operation of participant's vehicle, equipment, and clothing, and whether there has been compliance with all applicable NHRA & True Street Drag Racing, Inc. rules.

INTRODUCTION The general rules and procedures contained within this rulebook concern the heads-up racing classes that will be held at each of the True Street Drag Racing, Inc. series events. The goal of True Street Drag Racing, Inc. is to provide our participants with a world-class drag racing experience accordingly; we expect our racers and their crew to conduct themselves in a professional manner. Before participating in a True Street Drag Racing, Inc. event, you are responsible to review and familiarize yourself with the safety guidelines, rules, and regulations contained within this rulebook. Please review the General Rules and Procedures section very carefully. It could save you both money and time over the entire race season. The entire body of rules, regulations and procedures contained within this rulebook is presented with the assumption any modification(s) and/or condition(s) not expressly and specifically permitted in this rulebook should be considered illegal, unless you obtain expressed written permission from the True Street Drag Racing, Operations and/or Event Director. If there are areas of this rulebook that need clarification, please contact the True Street Drag Racing via email at rules@truestreetracing.com.

The general philosophy of the True Street Drag Racing, Inc. is to maintain stability and parity within the eliminators. True Street Drag Racing, Inc. will make its best effort to implement most all significant rules changes during the winter months so the competitors can prepare for the upcoming season. Every effort will be made to finish the season with these rules unless a distinct and significant advantage prevails for a specific combination or rule. You can expect to see the 2011 preliminary rules by November 15, 2010. Anyone who desires to make an official True Street Drag Racing, Inc. rule recommendation and/or request for may only do so in WRITING. Telephone conversations with True Street Drag Racing, Inc. officials, staff members and/or contracted employees will NOT be considered in rules committee discussions. Requests to be considered for the 2011 Preliminary Rules must be received no later than October 15, 2010. THESE REQUESTS MUST BE RECEIVED IN WRITING! (MESSAGE BOARD REQUESTS WILL NOT BE CONSIDERED)!!! You may e-mail your recommendations and/or requests to: rules@truestreetracing.com or US Postal Service to True Street Drag Racing, Inc. C/O Rules, PO Box 381, Delavan, WI 53115. To be considered, your written request must include the following: Full Name, Class, True Street Drag Racing, Inc. Competition Number. You may or may not receive a written response to your recommendation or request. You may contact the True Street Drag Racing, Inc. tech line (815) 739-2918 during the designated hours to insure the validity and confirmation of your rules submission.

ASSUMPTION OF RISK Drag racing is a dangerous sport for participants. For the purpose of this rulebook, participants will be defined as any persons directly or indirectly associated with any vehicle that has been permitted to enter the event site for the purpose of competition, racing, or car show, including, but not limited to owner, crew, driver, sponsors, family, and/or any other people involved with said vehicle. In addition, any person or persons engaged in selling or displaying products will be defined as participants as well. Participants may suffer bodily injury, death, loss, or damage to property during a True Street Drag Racing, Inc. event. Participants who enter a True Street Drag Racing, Inc. event are acknowledging that the event site is safe and suitable for racing and that they understand and assume the risks that relate to drag racing events. Participants must acknowledge that by participating in the events that they may suffer injury, death, loss, or damage to personal property. The participants voluntarily assumes the risk of such losses and agrees to indemnify True Street Drag Racing Officials, True Street Drag Racing Staff, event sponsors, the track, the race track officials, and other participants and/or officials for such losses and agrees to not sue such persons for such losses. All participants are required, as a condition of entering the track; to sign all required forms, including such releases as determined by the True Street Drag Racing, Inc. and track procedure. True Street Drag Racing, Inc.

makes no representation, or express or implied warranties, that the compliance with the rules and regulations posted in this rulebook or the safety requirements published by the host track sanctioning body (NHRA or IHRA), will prevent or guarantee against injury or death to spectators or participants or damage to personal property. The rules and conduct guidelines set within this rulebook, and the safety rules set forth by the tracks sanctioning.

Due to participant injury and facility damage, all pit vehicles entering facility must display race vehicle number and class designation on both sides of vehicle. Every pit vehicle entering the racing facility must be assigned to; and the responsibility of; the driver of an entered vehicle in competition at that weekend's event. The driver of the vehicle responsible for the pit vehicle will assume full legal responsibility for any damage to property (or other damages) caused by pit vehicle; whether driver is operating pit vehicle or not.

Pit vehicles and support vehicles must display race vehicle number and class designation. Each race or show vehicle is allowed ONE support vehicle.

Pit vehicles endangering crew, other competitors or spectators during the race event may be suspended, fined, and/or docked competition points as a result of above actions.

Your cooperation with these policies will be greatly appreciated, and will make for a safer facility and event. All children under the age of sixteen must be supervised by a parent or guardian at all times while on the property of the facility.

COMPLIANCE OF RULES Any and all participants, entering into a True Street Drag Racing, Inc. event, agree to be bound by all rules, regulations, terms and decisions made by the True Street Drag Racing, Inc. Officials. Any and all decisions, whether they are made prior, during, or after an event are final and may not be made the basis of litigation toward the True Street Drag Racing, Inc. or True Street Drag Racing, Inc. staff and officials. By entering into an True Street Drag Racing, Inc. event all participants hereby release True Street Drag Racing, Inc True Street Drag Racing, Inc. officials, True Street Drag Racing, Inc. staff, race track, facility, and race track officials from liability relating to any loss, costs, damages, death, or injury relating to any decisions, erroneous or otherwise, or the decisions based on malfunctioning electronic or mechanical equipment, whether due to negligence or otherwise. The True Street Drag Racing, Inc. President, Vice President, Operations Director and Event Director are the only officials with the authority to disqualify a participant from an True Street Drag Racing, Inc. event for non-compliance of rules or infractions. True Street Drag Racing, Inc. officials may, and will, do so in the event of any violation relating to the decision, rules, or regulations of the True Street Drag Racing, Inc. or those of the host racetrack.

A.5 AUTHORITY OF OPERATIONS DIRECTOR AND EVENT DIRECTOR The Operations Director and/or Event Director will have the final word in all rules, interpretations of the rules, questions and/or protests. These issues will be left to the final discretion of the Operations Director and/or Event Director and may be changed at any time if the situation warrants.

A.6 AUTHORITY FOR CONDUCT OF RACING For the purpose of the True Street Drag Racing, Inc. rulebook, the term "participant" shall include officials, any person possessing or who has issued a credential, and any person directly or indirectly associated with any vehicle that has been permitted to enter an event site for the purpose of competition, including, but not limited to owners, drivers, and crewpersons.

Participants at True Street Drag Racing, Inc. events are expected, at all times, to conduct themselves in a professional and non-disruptive manner. Any participant who, in the sole and absolute judgment of the True Street Drag Racing, Inc. organization:

- Verbally or physically threatens another participant or other person.
- Uses vulgar or derogatory language.
- Engages in un-sportsman like conduct or conduct detrimental to the sport of racing.
- Or otherwise creates a condition or circumstance that is unsafe, unfair, or out of order shall have violated the rules & regulations of the True Street Drag Racing, Inc. organization

All drivers are responsible for the actions of their families and pit crew before, during and after the races and at all official functions of the True Street Drag Racing, Inc. Disregard for this rule may result in an indefinite suspension from the track, as well as membership in True Street Drag Racing, Inc.

REGISTRATION PROCESS All True Street Drag Racing, Inc. events will feature on-site registration & waiver execution. In almost all cases, True Street Drag Racing, Inc. competitor will purchase their entrance fee & all crew passes at the gate. After pitting, proceed with your Driver and Crew entry tickets purchased at the gate and go to the "TRUE STREET" check-in designated area.

At the designated check-in area, each driver will present their track tech card, driver/crew entry tickets and will receive the necessary registration, restricted area stickers, and membership packet (if new registration). Membership forms must be filled out completely. Each driver will be asked to read the official release & waiver assumption of risk and voluntarily execute it at this time. This absolutely must be done by the driver and failure to comply with this critical procedure can and will result in forfeit of official points and possible suspension.

At registration, it is the driver's responsibility to see that any crew members that will be accompanying the driver's vehicle and/or entering any restricted area present their credential and voluntarily execute the release and waiver upon entering the track property. Before proceeding to the safety and class tech area, all competitors must:

Place True Street Drag Racing, Inc. windshield banner and TSDR required decals on their vehicle. Windshield banner must be installed on top of windshield. This TSDR decal must be the only decal on top of windshield. Other vehicle sponsor decals may be placed at the base of windshield.

Place True Street Drag Racing, Inc. -assigned permanent numbers in correct positions as instructed in the decal section of this regulation book

Complete True Street Drag Racing, Inc tech card COMPLETELY. This form must be completed in its entirety and failure to comply with this critical procedure can and will result in forfeit of official points, payout and possible suspension.

RESTRICTED AREA ACCESS The driver of record, at registration, will be provided color coded stickers to allow restricted area access for his/her class. These color coded stickers will contain the class name/car #. It is the responsibility of the registered driver to distribute these to his/her authorized crewmembers over the age of 18. No restricted access can be granted without the PAID, FULL EVENT CREW OR PARTICIPANT EVENT TICKET.

Vendor-use or Sponsor-use designated tickets are NOT eligible for use as crew credentials and/or restricted area access.

RESTRICTED AREA CREDENTIALS MUST BE IN PLAIN VIEW AT ALL TIMES WHILE IN A RESTRICTED AREA.

ALCOHOL

Drinking or being in an intoxicated condition before, and during the race is strictly forbidden. Any racers or crew members that are actively in the competition is strictly forbidden to consume alcohol.

True Street Drag Racing, Inc. reserves the right to immediately and permanently revoke all membership rights and privileges from any member who is found to be under the influence of any illicit drug or alcohol while competing during any racing event that is designated by True Street Drag Racing, Inc. There will be no exceptions to this rule.

All drivers are responsible for the actions of their families and pit crew before, during and after the races and at all official functions of the True Street Drag Racing, Inc. Disregard for this rule may result in an indefinite suspension from the track, as well as membership in True Street Drag Racing, Inc.

PARTICIPANT PARKING All participant pit parking is based on a first come, first served basis. True Street Drag Racing, Inc. officials will designate specific pit areas on a venue-by-venue basis, and all pit parking must be in accepted and approved area. The standard space allocation is up to 75' x 25' per enclosed trailer, and up to a maximum of 75' x 12' for open trailers. Only a single pit space is allotted per trailer, NOT ACCORDING TO THE NUMBER OF VEHICLES IN THE TRAILER. Trailers without True Street Drag Racing, Inc. registered vehicles are not permitted in pit area. Although a participant may wish to attempt to (rope off) or save an extra pit space for a fellow competitor, the participant wishing to rope off a pit space will be limited to one pit space on asphalt parking areas and may rope off as many as three in grass or gravel areas. Any competitor on site prior to the arrival of the competitor expected to arrive may claim this saved area at any time. At any specials events, all participants will be escorted to parking spaces designated for each class attending. YOU MUST PARK in the designated space allowed for your class. There will be no roping off or saving of pit spaces for any other drivers. Any participant wishing to pit with another competitor(s) may line up in the prior to entering the property and wait for their fellow competitors to join them and enter the facility together. There will be no roping or saving of places allowed for this specific event.

DRIVER ELIGIBILITY A competitor is permitted to compete in two different categories. A competitor cannot drive more than one vehicle in the same category at the same event. The only exceptions to this rule are as follows: 1) With the approval of the True Street Drag Racing, Inc. Operations and/or Event Director, the True Street Drag Racing, Inc. has the option of permitting a vehicle change during qualifying under the following conditions:

All previous times voided for the vehicle and driver involved.

Driver must re-tech & re-qualify during the normal scheduled qualifying rounds for the event. In the event that tech inspection is closed, vehicle may be re-teched at the discretion of the event director only.

Driver must remain in the class originally entered, and have the proper license to drive the replacement vehicle.

TECH INSPECTION Prior to competition, all cars and drivers must pass the True Street Drag Racing, Inc. technical inspection. This process will be outlined below, but may be changed at any time at the sole discretion of the True Street Drag Racing, Inc. Tech Director. Prior to inspection, each racer is required to fill out the True Street Drag Racing, Inc. Tech Registration form with 100% accuracy, including claiming exact engine displacement. Any false information on True Street Drag Racing, Inc. Tech Registration form is grounds for immediate suspension and removal of competition points. This form must be completed in its entirety and failure to comply with this critical procedure can and will result in forfeit of official points, payout and possible suspension.

During the initial tech procedure, the True Street Drag Racing, Inc. staff reserves the right to inspect any and every portion of the competing vehicle to ensure rules compliance, including teardowns, weight checks, P&G cubic-inch checks, etc. Do not enter your vehicle for competition if you are not prepared to prove the legality and compliance of your vehicle. During the running of the event, prior, during, or after the qualifying and/or eliminations the True Street Drag Racing, Inc. reserves the right to inspect, seal for inspection, and/or teardown any racer's vehicle for any reason, or impound any vehicle and/or parts as deemed necessary. Prior to competition, all vehicles and driver equipment must undergo a technical inspection. However, True Street Drag Racing, Inc. makes no representations, warranties, or assurances that a technical inspection will:

- Detect every problem with a vehicle or a driver's personal equipment or clothing;
- Detect every problem with rules compliance, or
- Prevent injury, death or property damage.

The participant agrees that the participant bears the ultimate responsibility at all times to ensure the safety of participant's vehicle and to ensure that participant complies with all applicable NHRA and True Street Drag Racing, Inc. rules. The participant agrees that participant is in the best position to know about the construction and operation of participant's vehicle, equipment, and clothing, and whether there has been compliance with all applicable NHRA & True Street Drag Racing, Inc. rules.

ADDITIONAL INFORMATION P&G Checks Cubic inch checks (known as P&G) will be employed by the True Street Drag Racing, Inc. tech department in all classes with cubic inch limits and/or weight breaks in place. All classes and competitors can be subject to a P&G check at any time, including between rounds and prior to or after the completion of the event. Driver and crew should be prepared with the necessary tools to remove valve covers, adjust rocker arms, and remove spark plugs as necessary for the P&G test.

Safety Inspection True Street Drag Racing, Inc. events are held at National Hot Rod Association (NHRA) member racetracks. For the purposes of competing in True Street Drag Racing, Inc. events, all racers competing should follow the NHRA safety guidelines as outlined in their NHRA official rulebook as a minimum to ensure legality. All vehicles must first pass track safety inspection before they will be "teched-in" by True Street Drag Racing, Inc. Tech Director. True Street Drag Racing, Inc. will not be held responsible for failed safety inspections and no refunds of entry fees shall be made to racers failing to comply.

Competition Requirements: To be eligible for the cash purse, contingency monies, and any awards and/or TSDR points, each racer is required to be a current TSDR member and have a permanent number, and each race vehicle is required to follow the decal requirements for competition at all times during the event.

GRAPHICS: Sponsorship graphics, logos, lettering, and/or decals (for advertising or creative purposes) restricted to rear quarter panels, windows, Rocker panels, front fenders and hood scoop only. No letters, decals, or sponsorship graphics to appear on doors, roof, hood, bumpers, or rear trunk lid.

The following decals are required: TSDR Windshield Decal – must be installed on top of windshield. **This TSDR decal must be the only decal on top of windshield.** Other vehicle sponsor decals may be placed at the base of windshield.

TSDR 2010 Drag Racing Series "Side" Decal – must be installed on each side of vehicle on quarter windows.

Class Sponsor Decal – class sponsor decal must be installed on base of windshield on the passenger side.

CONTINGENCY DECALS: In order to be eligible for TSDR official contingency program, all contingency decals (or decals that are not contingency paying) are required to appear on the rear quarter windows or rear window only. Permanent competition number – permanent numbers are required for competition.

Competition Numbers: All competitors are required to display a permanent number (no shoe polish) that will be assigned in advance. You can receive your official number by emailing info@truestreetracing.com or during the Registration & Waiver Execution process, at the first TSDR race attended.

TSDR competition numbers are assigned only to current TSDR members and will stay with the driver rather than the vehicle owner and/or the vehicle itself. This is consistent with the process in which points are accrued through the season. In addition to the competition numbers, the class designation must be clearly and permanently marked above the class number. Permanent numbers and class designation must be displayed on the front, rear, and both side windows. Numbers on the side windows must be a minimum of 4-inches tall, and 1 1/2-inches wide. Class designation letters on side windows must be minimum of 2-inches tall and 1-inch wide. Numbers on windshield and rear glass must be a minimum of

4-inches tall and 1-inch wide, and class designation letters must be a minimum of 2-inches tall and 1-inch wide.

At the conclusion of the 2010 season on October 2-3, 2010, ALL TSDR numbers will officially expire for every class with the exception of those permanent numbers that were purchased on the multi-year program. It will be the competitors' responsibility to renew their number for the upcoming year. The competitor may choose an available number and renew it until November 1, 2010 at no cost. The competitor may choose to retain the selected number for a period of five years for a \$10.00 administrative fee.

The class designations and competition numbers are as follows:

| Class Designation | Number | Range |
|----------------------|--------|----------|
| Big Dawgs | | BD 1000 |
| Outlaw 10.5 | | OL 2000 |
| Nostalgia Pro Street | | NPS 3000 |
| Drag Radial | | DR 0000 |
| True Street 8.00 | | TS 4000 |
| Ultimate Street | | US 5000 |
| Quick Street | | QS 6000 |
| Hot Street | | HS 7000 |
| Open Comp | | OC 9000 |
| Pro Street Bikes | | PST 1000 |
| Super Street (9.50) | | SS 2000 |
| Real Street (10.50) | | RS 3000 |

Race Procedures Starting System True Street Drag Racing, Inc. drag racing will be conducted using a standard NHRA starting line system. The field size, ladder type used, tree, & starting procedure used in each category of True Street Drag Racing, Inc. racing is addressed in each individual section of the class rules & regulations.

Qualifying If possible, all competitors will be given two qualifying passes, weather permitting. In order to be counted as an official-qualifying attempt, all vehicles must self-start on command, self-stage and receive the start signal, or other alternatives deemed appropriate by the event director. All qualifying passes must be made within one of the two official designated qualifying sessions, and only one attempt is permitted per qualifying session.

Once qualifying begins there will be no time trails permitted for any qualified. Following completion of qualifying, all competitors must immediately report to the scales for weigh-in, with the exception of the Hot Street and Open Comp classes who do not have the weigh. The True Street Drag Racing, Inc. Race Director has the option to build a ladder on as little as one qualifying session if track or weather require. If there are no qualifying sessions completed, the Race Director may build the ladder randomly. In all heads-up classes, the vehicle with the quickest elapsed time will be number 1 qualifier, the 2nd quickest will be the number 2 qualifier, and so on. In the event of identical qualifying elapsed times, the vehicle with the faster top speed recorded on the qualifying runs in question will be awarded the lower qualifying position.

To be included on the official ladder for eliminations a competitor must at the very minimum self-start on command, self-stage, and receive the start signal. No competitor shall be added or included on the official ladder if they fail to make at least one qualifying session and complete the minimum requirements as stated above. Should an official qualifying session be eliminated due to weather or any other unforeseen occurrence and a competitor has not staged and received the start signal that competitor can be placed on the bottom of the ladder.

Single Runs During single runs where there is not another competitor on the track to run against, the lone driver is considered the winner once he stages and the tree is activated. If this lone driver commits any

lane violation the elapsed time is voided for lane choice determination and any E.T., MPH, awards, and/or records for points. During eliminations, any driver who has earned a "BYE" run through position (not an opponent's breakage beyond the front of staging) may choose not to make a full pass, but must report to staging when the round is called, self-start when instructed, stage under the vehicles power, and take the tree. Once the tree has been activated the driver is NOT required to make the run. Driver must proceed to scale to be weighed. *Hot Street and Open Comp are not required to scale.*

Ladders True Street Drag Racing, Inc. heads-up classes are paired on an established NHRA Pro & Sportsman ladders depending upon class. Once qualifying ladders have been posted, they will not be changed unless the True Street Drag Racing, Inc. Race Director determines there is adequate reason for change.

Lane Choice (All Classes) In all cases lanes choice is determined by elapsed time. In the first round of elimination, the quickest of the qualified pair will have lane choice as determined by the position of the qualifying sheet. In every round after the first, lane choice will go to the competitor that has the quicker elapsed time from the previous round.

Pairing Procedures: During official qualifying the True Street Drag Racing, Inc. officials will attempt to pair all vehicles prior to reaching the head of the staging lanes. In any event, once a competitor reaches the front of the staging lanes for a run, they must be prepared to fire and race the vehicle the Staging Personnel selects for them to race. Vehicles must self-start and self-stage. This rule also applies to single runs. Push starting and push staging any vehicle is prohibited. Staging must be done under the vehicles own engine power. Should a vehicle not run with its appointed pair the qualifying or elimination run will not be made up at any time. Staging Rules Control of the starting line is the sole discretion of the track starter. Courtesy staging (both pre-stage bulbs lit before any staging bulb lit) is recommended. It will be each driver's responsibility to see that they properly stage with their last staging movement being a forward motion. Deep staging is permitted, however not necessarily advocated. It is always the driver's responsibility to stage the vehicle prior to the tree being activated. IN ANY EVENT THE DRIVER MUST BE PREPARED TO LEAVE AS SOON AS THE FINAL STAGE BULB IS LIT.

Disqualifications True Street Drag Racing, Inc. uses NHRA policies with regards to disqualifications (red-light starts, double red-light starts, crossing the centerline, etc.) in order to help prevent situations in which both competitors are disqualified and maximize the chances of declaring a winner. Please consult the 2010 NHRA Rulebook under General Policies for more information.

A competitor may not advance to a position in a later round that he did not actually compete in. In the event a class winner is disqualified for any reason, the runner-up will be declared the winner if he is certified as legal. If the runner-up is also disqualified, there will be no winner or runner-up for that class and no awards, points, or purse will be given for those positions.

If a competitor is disqualified for unsportsmanlike conduct, the competitor will lose all points and payouts for the event, receive a one race suspension for the next available event and depending upon the actions of the competitor he/she could also be required to pay up to \$500 in fines.

If a competitor is disqualified for misconduct or non-compliance of class rules, the competitor will lose all points and payouts for the event and possibly the entire season.

SCALES/FUEL CHECK/MECHANICAL COMPLIANCE PROCEDURES A competitor is entitled to have their scale weight/fuel samples/mechanical components checked a total of up to three times per round to determine legality. If a competitor's scale weight/fuel sample/mechanical components check within tolerances for the class one out of any of these three attempts, the competitor will be deemed legal for that round.

EXAMPLE: If a competitor is weighed & found to be less than the minimum weight required the competitor will be asked to pull off the scales. The scales will be verified to be zero. The competitor will be re-scaled. If the competitor is found to be less than the minimum weight required the competitor will be asked to pull off the scales a second time. The scales will be verified to be zero a second time. Three

other competitors (if there are others in line to be weighed) will be weighed. After these three competitors are scaled, the competitor will be re-scaled for a third and final time. If the competitor is found to be, less than the minimum weight required the competitor's run will be disqualified.

EXAMPLE: If a competitor's fuel is found to be outside of the stated tolerances for the accepted fuel required the competitor will be asked to pull a second fuel sample. The fuel meter will be verified to be zero. The competitor's fuel will be rechecked. If the competitor's fuel is found to be outside of the stated tolerances for the accepted fuel required the competitor will be asked to pull a third and final fuel sample. The fuel meter will be verified to be zero. Three other competitors (if there are others in line to be fuel checked) fuel will be checked. After these three competitors are fuel checked, the competitor's fuel will be checked for a third and final time. If the competitor's fuel is found to be outside of the stated tolerances for the accepted fuel required the competitor's the run will be disqualified.

EXAMPLE: If a competitor's mechanical components are found to be outside of the stated tolerances for the class specifications the competitor will be allowed to re-clean these components. The competitor's mechanical components will be rechecked a second time. If the competitor's mechanical components are found to be outside of the stated tolerances for the class requirements, the competitor will be allowed to re-clean these components a final time. If the competitor's mechanical components are found to be outside of the stated tolerances for the class for a third and final time, the competitor's the run will be disqualified and the competitor will be removed from the ladder for the event.

Safety Infractions SAFETY INFRACTIONS Any time a vehicle or driver exceeds the elapsed time or MPH for which he is safety certified, or if the driver and/or vehicle are found to be in violation of any current safety standards, then the safety inspectors have the sole ability and authority to restrict the driver and vehicle from further runs until the problem is fixed, or to disqualify the entrant from the event.

SCALE/FUEL STATION PROCEDURES FOR HEADS UP VEHICLES QUALIFYING ROUNDS: Each racer should report to the scales to be weighed and fuel station for fuel check after each qualifying run. Note: Not every round of qualifying is a weighing or fuel check round. Notwithstanding, it is the racers responsibility to follow the above qualifying rounds instructions unless directed otherwise.

ELIMINATION ROUNDS: Each competition-winning racer should report to the scales to be weighed and the fuel station for fuel check after each winning elimination run. A racer with a competition bye run is required to be weighed and/or fuel checked after a winning round of eliminations. However, the tech department reserves the right to check any competitor at any time. Each losing racer should report to the scale area after each losing elimination run. If a winning racer in an elimination round is found to be illegal at the scale area or fuel station area, the loser in that elimination run will be weighed & fuel checked for possible reinstatement. If the loser in that elimination round is not present in the scale area, no one will advance to the next round.

NOTE: Not every round of eliminations is fuel check round. Notwithstanding, it is the racers responsibility to follow the above elimination rounds instructions unless directed otherwise. Each racer should report to the scales to be weighed after a record or back up run. It is the racers responsibility to next report to the fuel station to have a sample of fuel checked. It is the racers responsibility to see that the time slip is signed by fuel station personnel stating fuel values as checked. The Tech Director or his appointee shall log the run (ET, MPH, SCALE WEIGHT, FUEL VALUE, & WHEN RUN WAS MADE (Ex: TT #2, Elim #3) It is the racers responsibility to verify the logged values, sign the time slip, with the Tech Director or his appointee and then claim the time slip and retain it for the duration of the season. It is the racers responsibility to follow the procedures stated above and in the rulebook to claim a record.

APPEAL BY PARTICIPANT: Participant must submit a Written Notice of Appeal to the True Street Drag Racing, Inc. Technical Department within 30 days of the date of the Statement. The Notice of Appeal must state specifically the elements of the Statement of Violation that are being appealed and the grounds for appealing True Street Drag Racing, Inc. action. The True Street Drag Racing, Inc. Tech Dept shall determine in its sole & absolute discretion whether an appeal is granted. In cases where appeals are granted, within 20 days of the receipt of the Notice of Appeal, the Tech Department shall appoint as

Appeals Panel and shall inform the appellant of the date, time, and place for the appellate proceeding. The date of the appellant proceeding shall be no more than 60 days from the date the Tech Dept informs the appellant the date of the appellant proceeding. The appeals panel shall not include individuals that were involved in the determination a violation occurred or individuals who have a personal interest in the decision of the Appeals panel. Within 20 days of the date of Notice of Appeal, but no later than 10 days prior to the date of the appeal, the appellant shall provide the Appeals Panel with a list of witnesses and evidence to be presented at the appellant proceeding. In the event of an appeal of a suspension or termination of the opportunity to participate at True Street Drag Racing, Inc. events, the suspension or termination shall be stayed until the Appeals panel shall have rendered an opinion. At the conclusion of the appellant proceeding, the appeals panel may render a decision or may take the matter under advisement and render a decision at a later time. The decision of the appeals panel shall be rendered within 30 days of the appellate proceeding unless additional time is required by the appeal panel to gather important & relevant information. The \$300 filing fee may be waived by True Street Drag Racing, Inc. to the participant. True Street Drag Racing, Inc. uses policies & procedures of NHRA unless otherwise noted. Refer to NHRA rulebook APPEAL OF DISCIPLINARY AND OTHER ACTION for complete details. Replace the "NHRA" with "True Street Drag Racing, Inc."

Protest Procedure Contestant protest must be filed by a competitor in the same class and must be filed and accepted in writing with the True Street Drag Racing, Inc. Tech Director by no later than the conclusion of qualifying for the class on Saturday. True Street Drag Racing, Inc. Tech Director may, at the time of the protest filing, choose to accept or reject the protest, at his sole discretion. Contestant protests must be accompanied with the proper cash protest fee. No protests will be accepted during eliminations. However, the Race Director and/or Operations reserves the right to inspect any car at anytime for any reason. The protested vehicle (and/or engine components) will be sealed as necessary, and inspected at some point prior to the first round of eliminations. The protested vehicle must be disassembled for inspection and re-assembled by the vehicles owner(s) and/or his designated crew. Refusing inspection and/or disassembly can result in the following: removal of the vehicle from competition, 2-race suspension of the driver, loss of competition points for 3 previous events, and immediate removal of the vehicle, owner and crew from the racing facility. During the actual inspection process, only representatives of the protested vehicle may be present. If the protested vehicle is found to be within the requirements for the class, the protest fee, less 25% for True Street Drag Racing, Inc. expenses, will be forfeited to the owner of the protested vehicle. If the protested vehicle is found to be NOT within the requirements for the class, the protest fee, less 25% for True Street Drag Racing, Inc. expenses, will be refunded. In addition, any infraction to the class rules, even those beyond those in the original contestant protest, will be grounds for immediate disqualification. True Street Drag Racing, Inc. may impose fines, disqualification, suspension, and/or revocation of competition privileges for non-compliant entrants, depending upon the severity of the infraction.

TRUE STREET DRAG RACING, INC. PROTEST FEE •Any external items (tire width, body, suspension) \$100 •Cubic inch check (P&G) \$200 •Check camshaft/valvetrain compliance \$250 •Remove intake manifold \$250 •Remove cylinder head \$350 •Remove oil pan for bottom end inspection \$400 •Complete engine check \$850
SIGNIFICANT DIGITS – applies to Outlaw 10.5 & Quick 16

THE NUMBER OF SIGNIFICANT DIGITS USED ARE AS STATED: CUBIC INCHES – 1NOTE:

Contestants in weight-to-cubic inch classes must claim cubic inch displacement of engine used; under no circumstances may claimed displacement exceed actual displacement by more than 5 cubic inches. No allowance for overbore; any part of a cubic inch is rounded off to the next highest inch (i.e. 301.2 = 302). If engine size is changed during a race, competitor must report to Technical Department supervisor before a run is attempted. Example: Bore 4.062" Stroke 3.000" V8 Motor Cubic Inch as calculated is 311.01545 One significant digit is used to determine cubic inch, therefore 311.0 is used. Cubic inch of motor would be 311. Valve Sizes – 3 Ex: 2.020" Head cc's – 1 Ex: 58.2 cc's Bore – 3 Ex: 4.062" Stroke – 3 Ex: 3.000" Deck – 3 Ex: 0.005" Gasket – 3 Ex: 0.039" Carburetor Measurements – 3 Ex: 1.686" Supercharger measurements – 3 Ex: 5.150" Turbocharger measurements – 3 Ex: 3.700"

NOTE: All weighing and measuring devices used by the tech officials are standards that will determine an engine or car's compliance with the rules. Any latitude or tolerance must be made by the racer or engine builder. It is recommended that the following tolerances be observed by the participant to allow for a margin of error during inspection or teardown: Cylinder head volume, 1 % or 1 cc; deck clearance, .001"; bore, .002"; car weight, 1/2 of 1 % or 20 pounds.

RETENTION OF VEHICLE AND PARTS Participants hereby grants True Street Drag Racing, Inc. and its assigns full and unconditional permission to collect and retain vehicles, parts of vehicles, equipment, and/or any other items used in conjunction with participation owned by or in possession of participant, including such vehicles, parts of vehicles, equipment, or any other item that has been involved in accidents which True Street Drag Racing, Inc. determines in its sole and absolute discretion that such actions are necessary incident to the investigation of an accident, the inspection or testing of such vehicles, parts, or equipment, or for any other purpose. Vehicle will be releases in a timely manner following Tech directors inspection.

EVENT PROCEDURES RAIN OUT POLICY & EVENT TERMINATION It is the goal of True Street Drag Racing, Inc. to complete all events in the timeliest manner during the weekend, regardless of weather conditions. True Street Drag Racing, Inc. and our partner tracks have a strict NO REFUND POLICY! No refunds at any time for any situation. If you enter an event, you knowingly do so at the risk of rescheduling, cancellation, curfew expiration and/or change of venue. If necessary, events will be completed by running late, or by extending eliminations into the next day. In the event of race termination or cancellation gate fees for driver, car, spectator, or crew will NOT be refunded under any situation. Once a competitor has entered the tech process, there will be no refunds of entry fee. No spectator or crew refunds are issued regardless of situation.

PAYOUT POLICY Payouts will be administrated by True Street Drag Racing, Inc. and will be made at the conclusion of the race via Electronic Funds Transfer to a TSDR member debit card. Cash payouts will also be distributed directly from Mickey Thompson Tires and Auto Meter. Driver must supply complete information to True Street Drag Racing, Inc. including proper name, social security or FEIN number, address, telephone number, drivers license, or any other information required by True Street Drag Racing, Inc. in order to receive payouts. Not providing that information can result in a delay in funding of your debit card(s) and/or check from Auto Meter. If the driver is a new member and/or signs up on race day to join the True Street Drag Racing, Inc the payout will be issued upon the driver receiving their debit card (usually 2-4 weeks). No checks or cash payments on race day will be issued by TSDR. All payouts will be handled via the debit card system for TSDR, debit card system for Mickey Thompson and check payment from Auto Meter.

Rain Out/Race Cancellation Points Policy In the event of a rain-out and/or race cancellation, any racer that has successfully completed the registration and tech-in process PRIOR to the formal announcement of race cancellation will be eligible to receive tech-in points, and will be eligible to count the race as "attended" for bonus points calculations. This "time frame" for tech-in may be adjusted, as deemed necessary, by the Event Director depending on specific weather conditions and scheduling. In the event that one full round of qualifying is complete, qualifying points and tech points will be awarded to the racer that claims the race. **In the event of race cancellation, those racers choosing to retain points from tech-in & for bonus will not be eligible for credit on their race entry/credential.**

COMPETITOR MERCHANDISE, APPAREL SALES AND PIT EXHIBITS: Any form of merchandise sales and/or Pit Exhibits are strictly prohibited by the True Street Drag Racing, Inc. and its Track Partners unless express written approval by the True Street Drag Racing, Inc. management prior to the event. Sponsors, companies and/or clients may only be identified on trailers, race vehicle and tow vehicles within the pit area. No displays of merchandise, samples, catalogs, inflatable's, literature, etc. are allowed on the facility without prior written consent from the True Street Drag Racing management. Each officially registered contestant will be permitted to offer a maximum of one racer specific item for sale at his or her pit area during an event. The items concept and likeness must reflect and resemble the officially entered racing vehicle and nothing else. No freestanding exhibits will be allowed. The item must be offered and

sold from the racing vehicle trailer. Any addendum to this requirement must be received in writing, from the Vendor Manager prior to the event.

MARKETING & MERCHANDISING RELEASES All vehicles, drivers, crew, and competitors, upon consideration of being permitted to enter True Street Drag Racing, Inc., hereby release the following rights. All rights to advertising, images, promotion, filming, recording, exhibition, t-shirt sales, likenesses, photographs, slides, sound recordings and any other merchandising or market-related items as deemed necessary by True Street Drag Racing, Inc. of the drivers, vehicles, and crew. True Street Drag Racing, Inc. may assign, sell, loan, or transfer these rights. Participants agree they will not offer for sale, sell, or distribute, or give away souvenirs, products, t-shirts, apparel, merchandise or any other thing of value, or permit others to do so, without obtaining written permission, prior to the event, from True Street Drag Racing, Inc.

POINTS

Points will be accumulated from the True Street Drag Racing, Inc. events using the best points totals accumulated at 8 of 8 points events plus the points bonus for attending banquet or January sign-up. At the end of the season the class champion in each of these True Street Drag Racing, Inc. classes will be able to proudly display the #1 permanent numbers for the entirety of the 2010 True Street Drag Racing, Inc. season. Competitors in each class that finish in positions 2 through 10 in points receive #2 through #10 permanent numbers for the 2010 True Street Drag Racing, Inc. season.

General Guidelines: Points are awarded based on elimination rounds lost. A competitor will be advanced to the next round of competition once they are declared a winner in the previous round. It will not be necessary for a competitor to participate in a losing round to be awarded points for that round. The only way True Street Drag Racing, Inc. points will be awarded for eliminations is the following: 1) Driver losses a round of racing in competition. 2) Winning an event

Points Eligibility: In order to be awarded points in the True Street Drag Racing, Inc. organization the driver must be competing in a vehicle which is deemed capable of running within 3 seconds of the ET record for the class by the True Street Drag Racing, Inc. Technical Staff. This rule is designed to prevent the "rental car" problem of competitors attempting to gain points by running a non-competitive vehicle. True Street Drag Racing, Inc. Class Racers will all earn points through qualifying, eliminations, and bonus point opportunities. In all cases True Street Drag Racing, Inc. points will be awarded to the driver only, and cannot be transferred in any manner or form.

If a competitor is disqualified for misconduct or non-compliance of class rules, the competitor will lose all points and payouts for the event and possibly the entire season. If a competitor is disqualified for unsportsmanlike conduct, the competitor will lose all points and payouts for the event, receive a one race suspension for the next available event and depending upon the actions of the competitor he/she could also be required to pay up to \$500 in fines.

Bonus Points Calculation Process:

100 bonus points awarded for attending Annual banquet 50 bonus points for signing up in January 2010

200 bonus points for attending all eight (8) points races Points Awarded for Tech-In: 50 points are awarded when the driver successfully completes the tech-in process on a racecar, which complies with all class regulations, general regulations, and points regulations.

Points Awarded for Qualifying: 1st 90 points, 2nd 80 points, 3rd 75 points, 4th 70 points 5th 65 points, 6th 60 points, 7th 55 points, 8th 50 points, 9th 45 points, 10th 40 points, 11th 35 points, 12th 30 points, 13th 25 points, 14th 20 points, 15th 15 points, 16th 10 points, 17th & more 5 points

Qualifying points will be calculated and awarded following the final round of qualifying. Points Awarded for Eliminations Each round loss is awarded 100 points. Winner in each class are awarded 100 points.

Example of 16 car field below: 1st round loser 100 points, 2nd round loser 200 points, Quarter loser 300 points, Runner-up 400 points, Winner 500 points

Total points accumulated at the end of the year will consist of the best points totals accumulated at 8 of 8 points events (tech-in, qualifying, rounds) and bonus points for attending the banquet, January sign-up and for attending all eight (8) point races.

True Street Drag Racing, Inc. Points System: Any contestant disqualified for mechanical non-compliance (during either an official protest or a contestant protest, commonly known as teardown) automatically loses all points and payout for that particular event. The race will be charged to the contestant's overall quota of races attended and the contestant will be charged with a non-replaceable "zero grade" event that will be used as one of the scored events in calculating national standings. Additional penalties will be imposed by True Street Drag Racing, Inc. as stated previously in this rules and regulations book.

Competitor Obligations: The True Street Drag Racing, Inc. points will be posted following each event. It will be the responsibility of each competitor to verify the posted points following each event. Should a competitor wish to contest the posted points they shall have no more than ten days following the postings to officially contest the postings. This must be done in writing and provided to the Event Coordinator. The deadline to contest official True Street Drag Racing, Inc. points for the 2010 season is November 1, 2010, unless specified otherwise by True Street Drag Racing, Inc..

Tie Breaker Procedures: In the event that two competitors tie for points at the end of the racing season, the tie-breaker will be awarded to the racer who participated in the most events. If a tie still exists it will be awarded the racer that achieved the higher points total in his last event. If a tie still exists it will be awarded the racer that achieved the higher finishing position in their last event, (ex: winner, runner-up, semi-finals). If the tie still exists it will be awarded the racer that qualified in the higher position at their last event. If the tie still exists it will be decided by coin toss.

TRUE STREET DRAG RACING, INC. OFFICIAL RULE CHANGE PROCEDURES During the course of the racing year, it is expected that some of our True Street Drag Racing, Inc. Participants will have questions or concerns about official True Street Drag Racing, Inc. rules and regulations. We acknowledge that there is room for improvement in communication between the racers and the rules committee. It is important for True Street Drag Racing, Inc. to provide racers with a way to get a timely response on rules issues. In some cases, there will be areas of the official True Street Drag Racing, Inc. rulebook that a participant may feel are either (a) in error or (b) not in the best interest of the class as a whole. It is the goal of the True Street Drag Racing, Inc. to appreciate our racers/customers, and listen to their concerns, and consider them in a thoughtful manner. We appreciate our racer's dedication, and their commitment to competing at the top levels of Street Legal Drag Racing. We are providing this procedure to guarantee an actual response to any formal rules change suggestion. If you post your suggestion on the message boards, e-mail a rules committee member individually, or speak with someone over the phone, we cannot promise a response.

RULES EVALUATION The True Street Drag Racing, Inc. rules are evaluated by the True Street Drag Racing Executive Committee, which is responsible for the rules creation, enforcement, and revisions. ALL RECOMMENDED CHANGES, MUST BE PRESENTED IN WRITING AS CLEARLY STATED PREVIOUSLY IN THIS BOOK.

IF YOU WANT TO SUBMIT A RULES CHANGE PROPOSAL OR CLARIFICATION. We have created a procedure for proposing official True Street Drag Racing, Inc. rules clarifications to the True Street Drag Racing, Inc. rules committee. If you would like to submit a rules change or clarification for consideration, this is the ONLY way to initiate the process.

Write a detailed letter to True Street Drag Racing, Inc. explaining the specific changes you are suggesting to the printed rulebook. Please refer to class, rulebook section (#1-#13) and specific subheading. Detail the "wording" changes that you are proposing. In the second paragraph, please explain the "reasoning" behind the change, and detail how you believe it will affect the best interests of the class as a whole.

Please include YOUR name, car number, and contact information including address, telephone, and e-mail. Send this e-mail to: rules@truestreetracing.com All E-mails will be sent to all True Street Drag Racing, Inc. Within two weeks, follow up with any member of the rules committee to get the result of the rules change proposal for consideration to the committee. If you have specific questions from this point forward they should be addressed via e-mail address is rules@truestreetracing.com.

The True Street Drag Racing, Inc. Tech Committee will review the rules change proposal, and True Street Drag Racing, Inc. will formally respond in writing to the racer. All True Street Drag Racing, Inc. formal rules proposals sent in the rules@truestreetracing.com will get a response.

Thanks for working with us! We appreciate any and all valid input and would be thankful for all constructive help in improving the classes.

All rules contained in the booklet subject to change at any time to maintain parity. ALL DRIVERS MUST MEET ALL NHRA RULES INCLUDING LICENSE AND CERTIFICATION.