

True Street 8.00

Qualifying Information, Ladder Type, & Tree
16-car field, NHRA Pro Ladder, Pro .400 tree
E.T. limited to 8.00

- 4-links are allowed, add 100 lbs
- Ladder bars are permitted
- when using 4link or ladder bars, must have stock frame rail.
- No wheelie bars allowed
- Heads up racing / Pro Tree – No down track throttle stops, electronic ignition interrupters, pneumatics or any other device aiding in E.T. control.
- It will be mandatory that you make at least 1 qualifying attempt in order to get into the field unless weather or unforeseen circumstances arise.
- Win or lose you MUST weigh after each pass or you will be disqualified.
- If a driver breaks the cap & the other driver does not weigh both drivers will be disqualified.

- Progressive nitrous controllers allowed
- Wheel speed sensors are not allowed.
- Drive shaft sensors legal
- Time based controllers will be allowed to delay the turning on of the nitrous solenoids and/or activating timing functions.
 - o If using Digi-Set timers unlimited

- Winner & Runner up will be checked at the scales after the final round - Do not leave the scale area with out permission from an official of True Street or you will be disqualified.

- Car body must appear stock with all window trim & glass in place - lexan front / rear windows only permitted, but must be 3/16" direct replacement & MUST look factory NO RIVETING! Car must have full interior with two front seats.
- Interior must be carpeted to the rear of the drivers/pass seat. All remaining interior behind the seats must be covered by carpet or if there is tin work it must be painted or powder coated leaving NO bare metal

- Fuel to be race gas only – No ethanol, methanol or nitro methane

- The following will be adhered for anyone that runs under the cap:
 - o Qualifying - If any qualifying run goes under the 8.00 cap, you will be placed at the bottom of the ladder. If you have had a previous qualifying run, or have another qualifying run, as long as that run does not exceed the 8.00 cap, this will be used for the qualifying ladder.
 - o Competition Bye runs: Bye runs must be made in all categories. The competitor must stage the vehicle under its' own power. Lane boundary line crossing & red light disqualification rules do not apply on bye runs. Bye run winners do not need to stop @ the scales unless they elect to do so to have the run validated for lane choice. If a competitor's bye run goes under the 8.00 cap or he crosses the lane boundary line, he will forfeit lane choice for next round.
 - o Dual Competition Run: If you run under the 8.00 cap during a dual competition run, you will be disqualified. If both drivers run under the 8.00 cap, the competitor who is the least under the 8.00 cap will advance to the next round, but will forfeit lane choice for the next round. If a competitor red lights, crosses a boundary line or the 8.00 cap is broken, that competitor will be disqualified.

- Disqualification will be as follows:
 - o If a competitor red lights and the other competitor runs under the 8.00 cap, the competitor that had the red light will be disqualified.
 - o If a competitor crosses the boundary line, and the other competitor runs under the 8.00 cap, the competitor that crossed the boundary line will be disqualified.
 - o If competitor red lights, and the other competitor crosses the boundary line, the competitor that crosses the boundary line will be disqualified & the red light competitor will be reinstated (i.e.

worst is worst rule).

o Broken – Single Bye Run: If your competitor breaks before he stages and is unable to stage, and you run under the cap, you will forfeit lane choice for the next round. Lane boundary line crossing & red light disqualification rules do not apply on any bye runs.

o Once the competitor stages, it is considered a race and all cap rules are in effect. If your competitor breaks after staging and you run under the 8.00 cap or cross a boundary line you will be disqualified and your competitor will advance. If a competitor red lights that competitor will be disqualified.

- Max tire sizes: 30x10.5 slick no w's, any drag radial, 30x12.50 et street.
- Tow Backs allowed from top end, policing to be done by other drivers/members in the class.
- Mufflers, muffler inserts or collector mufflers required.
- Must have stock frame rails, notching for tire clearance only. Stock replacement control arms must mount to stock location. If stock mounting point on frame has been modified for strength, it must be still be in the stock location.
- The use of rear end track locating bars or wish bone style locators are allowed.
- Leaf springs may be moved in for tire clearance.
- Suspension must be same as factory i.e. – No torque arms in a FOX body mustang or no torque arms in a g-body Cutlass, etc. etc.
- o Corvettes and other similar entries need to utilize that factory rear suspension.
- There will be NO weight penalty for coilovers
- All combos utilizing fuel injection will be limited to 1 injector per cyl or 2 combined injectors per cyl not exceeding 230lb
- 50 lb weight deduction for full frame car
- Naturally Aspirated Combos
 - o 640 cu. Inch maximum
 - o Sheet Metal Intakes and Dual Carbs Allowed
 - o Small Block 2700 lbs min.
 - o Big Block 2900 lbs min.
 - o Clutchless trans add 100 lbs
- Nitrous Combos
 - o Engine combos limited to 640 C.I.
 - o Progressive Nitrous controllers ARE allowed
 - o Plate limited to 1 Fuel Solenoid, 1 NOS Solenoid, 1 Purge Solenoid
 - o Fogger Limited to 2 Fuel Solenoids, 2 NOS Solenoids, 2 Purge Solenoids
 - o Dual Stage Combinations with plate and fogger limited to 3 Fuel Solenoids, 3 NOS Solenoids, 3 Purge Solenoids
 - o Dual Stage Combinations with 2 foggers limited to 4 Fuel Solenoids, 4 NOS Solenoids, 4 Purge Solenoids
 - o Purge solenoids must exit engine compartment no exceptions.
 - o Dry Nitrous combos will adhere to all the same rules & will be allowed to have only 1 line to each fogger nozzle or plate & a cap on any other inlet.

******ALL CARS ARE REQUIRED A NITROUS SAFETY SHUT-OFF VALVE
IN DRIVER'S COMPARTMENT******

****When using a Progressive Controller – ALL OTHER STAGES MUST BE DISCONNECTED
COMPLETELY & CAPPED OFF AT THE SOLENOIDS – NO EXCEPTIONS!****

o *On Nitrous combos when not using other stages for weight breaks,
the Solenoids MUST BE DISCONNECTED COMPLETELY & CAPPED OFF – NO
EXCEPTIONS*

- Small Block Combos - will adhere to the following:
 - o Small block single stage - 2900 lbs
 - o Small block 2 stage - 3000 lbs

- o Clutchless trans add 100 lbs
- Big Block Combos – will adhere to the following
 - o Big Block - Single Stage (Plate or Fogger) 3100 lbs min
 - o Big Block - Dual Stage W/Plate and Fogger 3200 lbs min.
 - o Big Block - Dual Stage W/Two Foggers 3250 lbs min
 - o Non Conventional Head (less than 24*) add 100 lbs
 - o Clutchless trans add 100 lbs
- Supercharged Combos – will adhere to the following
 - o Small Block up to F-2R, 3200 lbs min.
 - o Small Block up to F-3, 3300 lbs min
 - o Big Block up to F-2R, 3350 lbs min
 - o Big Block up to F-3, 3450 lbs min
 - o Clutchless add 100 lbs
- Turbocharged Combos - will adhere to the following
 - o Electronic Boost controllers ARE allowed
 - o Small Block, up to 88 mm Inlet, 3200 lbs min.
 - o Small Block, up to 106 mm Inlet, 3300 lbs min.
 - o Small Block, Twins up to 76 mm Inlet 3300 lbs
 - o Small Block, Twins up to 88 mm Inlet 3400lbs
 - o Big Block, up to 88 mm Inlet, 3350 lbs min.
 - o Big Block, up to 106mm Inlet, 3450 lbs min.
 - o Big block, Twins up to 88 mm, 3500 lbs min.
 - o Clutchless trans add 100 lbs

TSDR REQUIRED DECALS:

See General Regulations in 2010 rule book

Permanent Numbers – permanent numbers are required for competition in this class.

MUST MEET ALL NHRA RULES INCLUDING LICENSE AND CERTIFICATION
 rules subject to change for parity