

TRUE STREET

TRUE STREET CLASS RULES

- **HEADS UP**
- **1/4 MILE**
- **.400 PRO TREE**
- **-BOARDS ON (BOARDS OFF FOR QUALIFYING, NO TICKETS)**
- **-3 ROUNDS OF BLIND QUALIFYING (2-3 ON FRIDAY, 1 ON SATURDAY), MUST COMPLETE 1 ROUND OF QUALIFYING**
- **-CLASS WILL BE SPLIT INTO SEPERATE CLASSES OF 16 BASED ON QUALIFING, 1-16 Group A, 17-32 Group B, 33-48 Group C, 49-64 Group D, Etc.**
- **Group A will compete for \$2000, (1500 Winner/ 500 Runner Up). Groups B, C, D, etc.. will compete for \$750, (500 Winner/ 250 Runner Up)**
- **- All classes excluding Group A will have a .10 breakout based on the #1 qualifier of the Group.**
- **-ALL GENERAL RULES APPLY (SEE BELOW)**

CLASS ENTRY INCLUDES DRIVER ADMISSION FOR ENTIRE EVENT

CLASS DESIGNATION - TS

Class Description

True Street is a racing class for mildly modified to heavily modified high performance Ford-based street vehicles that are street certified and able to drive over a 30-mile distance. All Ford vehicles permitted. Any Ford based engine, and any number and/or type of power adders are permitted. Vehicles must be registered, licensed, and insured.

Qualifying Information, Ladder Type, & Tree

All Run, Heads up, ¼ mile, .400 Pro Tree. Auto start, courtesy Stage.

VEHICLES PERMITTED

All Ford-bodied vehicles and Ford Powered vehicles accepted. Rental Cars prohibited. Dragsters and roadsters prohibited.

Push Vehicles: Push vehicles are prohibited and strictly enforced. However, if a vehicle is broken after a qualifying pass, it can be towed back to its pit only once and if it can be repaired safely, it may continue in competition. Push vehicles can only be used 1 time in order to get broken vehicle back to its pit. If the racecar is broken a second time and needs to be pushed back by tow vehicle, it is eliminated from competition.

BODY RULES

OEM steel (fiberglass/composite if OEM equipped) body shell required. Aftermarket body kits are permitted. Only permitted lightweight components are hood, front valance, rear valance, front and rear bumpers, and rear trunk lid/hatch. Hood is required, may be made of lightweight material. Hood scoops permitted. Any rear wing permitted.

WINDSHIELD & WINDOWS

OEM safety glass windows required & must be functional.

Optic Armor stock replacement Windshield and Rear Glass permitted per manufacturers recommended specs. Any Stationary mounted Side Glass may be replaced with Optic Armor Stock per manufacturer's specs.

Trucks may use Lexan or safety glass for rear window only when roll bar is installed.

POWER ADDERS & POWERTRAIN

Any Ford-based engine, and any number and/or type of power adders are permitted.

Any manual or automatic transmission is permitted. Any rear end is permitted.

EXHAUST SYSTEM

Any Exhaust exit location permitted. Exhaust system with mufflers required. On Turbo applications the Turbo acts as a muffler.

CHASSIS & SUSPENSION

CHASSIS/FRAME: Stock-type chassis, permitted. Stock firewall & stock front frame rails must be in stock location and unmodified. Starting at firewall rearward, floor and chassis may be replaced with aftermarket components. Full tube-type chassis vehicles prohibited. All vehicles must have a chassis that meets the guidelines set by SFI for their respective speed and elapsed time. A valid NHRA serialized Chassis sticker is mandatory for any car running 9.99 (6.39 = 1/8 mile) or quicker, or 135mph or faster at a NHRA member track.

FRONT SUSPENSION:

Stock-type front suspension, or stock bolt-in-type replacement front suspension required. Tubular front suspension components permitted. Coil over shocks/struts are permitted. Aftermarket replacement control arms are allowed. Aftermarket K-Members/Commercially available sub-Frames allowed. (Must have prior approval from tech) Strut towers must be in factory location with factory sheet metal attaching factory frame rail to top of strut tower, can be notched, windowed, or trimmed for header clearance but must maintain factory sheet-metal attachment. From the forward edge of shock tower, the stock frame rails can be modified. Stock frame rails must remain in place from firewall to forward leading edge, of shock / strut tower.

REAR SUSPENSION:

Stock type chassis and stock type suspension is required. (I.e. vehicle required to run factory style suspension as equipped by manufacture) Coil-over shocks and springs permitted for both front and rear suspension. Shocks and spring may be relocated. Standard bolt-on replacement suspension and chassis components are permitted. Tubular bolt-in front K-members and A-arm kits are permitted. Back-half vehicles are prohibited. Ladder bars and/or aftermarket 4-links are prohibited. Wheelie bars are prohibited.

STREET EQUIPMENT

In order to compete, all vehicles and/or drivers are required the following:

1. Valid driver's license
2. Valid vehicle registration
3. Valid license plate(s). Dealer plates prohibited. Paper license tag will be accepted on a new model year car with current registration paper work less than 60 days old from current event date
4. Valid insurance "ID" card. Faxes and/or letters from insurance companies and/or brokers not acceptable.
5. Valid state inspection sticker (if required by state vehicle is registered).
6. D.O.T. Radials or D.O.T. Slicks on front and rear of vehicle.
7. Hood is required, may be made of lightweight material. Hood scoops permitted. Hood/scoop may be liftoff.
8. Performance aftermarket or OEM style functioning Driver and Passenger seats required.

During the tech-in process, vehicle must have operational street equipment, including headlights, taillights, brake lights, turn signals, and horn.

TIRES: FRONT & REAR

DOT slick tires or DOT legal radials tires required for drive tires during the road tour AND the True Street competition and class run off. Racing slicks prohibited. Maximum actual measured tire size is as follows: Actual measured tread of all racing slick-type tire is limited to 10.75-inches. For D.O.T. radial tires, maximum sidewall designation permitted is 325mm. Tire height is unrestricted. A "go/no-go" gauge will be used to measured tire width. Tire shaving is prohibited. Tire changing is prohibited during or after the road tour. 345 DOT Radials on a 17 inch or 18 inch rim are permitted

WHEELS

WHEELS: Spindle-mount front wheels prohibited.

CRUISE

There will be a 30 mile cruise using either a supervised cruise or a Rally style (utilizing check points) cruise before True Street Eliminations. Cruise is mandatory in the time allotted for competition. Any vehicle unable to complete the road tour under its own power, within the allotted time, will be disqualified from racing. Any vehicle that falls behind the trailing escort will be disqualified. Each competitor and crew will be on their own recognizance during the cruise and bear the full responsibility of their actions as they would on city streets. Please be safe and follow all traffic laws during the cruise.

Rally Cruise

Competitors will have a set amount of time to complete a Rally style Cruise that will include a punched run card as they leave the facility, followed by designated check points where officials will punch or stamp the card for verification and a designated holding area upon return to the facility, before on track competition.

Supervised Cruise

An escort will supervise a 30 mile cruise in accordance with local laws and ordinances. Any vehicle that falls behind the trailing escort will be disqualified.

SUPPORT VEHICLES

Support vehicles (i.e., tow vehicles, crew, etc.) are permitted optionally on the road tour, but must trail behind the True Street participants, and the escort, at all times. All support vehicles are on their own reconnaissance and must obey all applicable local safety and traffic laws.

RACE FORMAT

When called to "load up" in the staging lanes, all True Street competitors must report to their cars and prepare to make qualifying quarter mile passes. All hoods and deck lids must remain secured while in staging lanes, as they must remain closed until completion of all three passes.

WEIGHT BREAKS

There is no minimum weight.

DRIVER

The driver when in the vehicle, from the ready line until the vehicle is safely stopped on the return road, is required to have all safety restraint systems (including the helmet) on and be securely fastened in the vehicle at all times

A head and neck restraint device/system meeting SFI 38.1 is mandatory for any vehicle running 150 mph or faster for 1/4 or 1/8 mile or running 7.49 (*4.49) E.T. or quicker or by Class Requirements. An SFI 38.1 head and neck restraint device can be used with, or without, a neck collar; when a neck collar is not used, an SFI 3.3 head sock or SFI Spec 3.3 skirted helmet is required.

CREDENTIALS

A Valid state or government issued driver's license beyond a learner/s permit level mandatory for cars running 10.00 or slower.

A Valid NHRA competition license is mandatory for cars running 9.99 or quicker, at an NHRA Member Track. NHRA/IHRA competition license mandatory at an IHRA Member Track.

Note: It is ultimately the competitor's responsibility to familiarize themselves with the Spring Break Ford Nationals class requirements as well as all NHRA safety requirements. The competitor agrees they bear the ultimate responsibility when it comes to safety and how it complies with the Spring Break Ford Nationals and NHRA rule books. The competitor also agrees that no one else other than the competitor is in the best position to know about how their particular race car has been constructed and how to safely operate it.

Disclaimer: South Georgia Motorsports Park and its race director will reserve the right to adjust the rules for parity at any time. Race director's decision is final. Race director may form a 32 car field as needed to fill a group.