

ULTRA FORD

CLASS OVERVIEW

Ultra Ford is a heads-up small tire class designed for ~~any Domestic or Foreign bodied American Ford~~ production vehicles utilizing a Ford engine combinations— Ford Small block and big block engines are limited to the use of a single power adder which is restricted in size to maintain class parity.

Note: This set of class rules is presented to all competitors under the assumption that any modifications not specifically written within these rules shall be deemed illegal, unless the competitor has the expressed written consent from the Event Tech Director.

RACING FORMAT

This class will be an all run heads-up field, 1/8 mile, NHRA Pro Style Ladder on a .400 Pro Tree. Qualifying Pairing Procedures, see General Regulations Page 15, Section 2.30.

CLASS DESIGNATION - UF

ENGINE POWER ADDER BASE CID – (WEIGHT)

-Small Block (Inline head) N/A 470 – (2400)

-Small Block Nitrous 440 – Non-RR Head/LS Cathedral Port/20* high port(2650) max .048 jet

-Small Block Nitrous 440 – RR Head/LS & SBF 15/11* Square Port (+25 all pro RR 23*) (2675) max .048 jet

-Small Block Nitrous 465 – Inline non SVA (2750)(2775 max for symmetrical port BD head) max .048 jet

-Small Block Nitrous 465 – Non-Inline/Canted (2800)(BF202 head 2750) max .048 jet

-Small Block Godzilla Nitrous 465 – (2750) max .048 jet

Formatted: Font: Bold

Formatted: Font: Bold

-Small Block 76mm Turbo (Cast) 366 - 440 gas – (3025) (+25 ram air)(+25 E85)

-Small Block 76mm Turbo (Cast) Mod Motor/sub 365 gas – (3000) ram air permitted(+25 E85)

-Small Block 76mm Turbo (Cast) 366 – 440 M1 (3075) (+25 ram air)

-Small Block 76mm Turbo (Cast) Mod Motor/Sub 365 M1 (3050) (+25 ram air)

-Small Block 76 mm turbo (Billet) 366 – 440 gas – (3100) ram air permitted

-Small Block 76 mm Turbo (Billet) 8.2 deck M1 - (3100)

-Small Block 76 mm turbo (Billet) Mod Motor/Sub 365 gas – (3100)

-Small Block 76mm Turbo (Billet) Mod Motor/any pushrod combo E85/M1–(3150)

-Small Block 76mm Turbo (Billet) Gen III HEMI with single OE coil M1 – (3200) (+25 ram air)

-Small Block 76mm Turbo (Billet) Godzilla 450 – (3200) (M1) ram air permitted

-Small Block Supercharged 91 series 366 - 440 - Gas (2900) ram air permitted

-Small Block Supercharged 91 series Mod Motor/sub 365 Gas (2850) ram air permitted

-Small Block Supercharged 91 series 366 - 440 – E85 (2925) ram air permitted

-Small Block Supercharged 91 series Mod Motor/sub 365 (2875) E85 ram air permitted

-Small Block Supercharged 91 series 366 - 440 – M1 (2975) +25 ram air
-Small Block Supercharged 91 series Mod Motor/sub 365 M1 (2925) ram air permitted

-Small Block Vortech S/C 94 series 366 - 440 - Gas (2900) ram air permitted
-Small Block Vortech S/C 94 series Mod Motor/sub 365 Gas (2825) ram air permitted
-Small Block Vortech S/C 94 series 366 - 440 – E85 (2950) ram air permitted
-Small Block Vortech S/C 94 series Mod Motor/sub 365 E85 (2900) ram air permitted
-Small Block Vortech S/C 94 series 366 - 440 – M1 (2975) ram air permitted
-Small Block Vortech S/C 94 series Mod Motor/sub 365 (2950) M1 ram air permitted

-Small Block Supercharger 94 series 366 - 440 – (Gas) (2975)-ram air permitted
-Small Block Supercharged 94 series Mod Motor/sub 365 (2925) Gas ram air permitted
-Small Block Supercharger 94 series 366 - 440 – (3050) (E85) ram air permitted
-Small Block Supercharged 94 series Mod Motor/sub 365 (2975) E85 ram air permitted
-Small Block Supercharged 94 series 366 - 440 – (M1) (3075) ram air permitted
-Small Block Supercharged 94 series Mod Motor/sub 365(M1) (3050) ram air permitted
-Small Block Supercharged 94 series Godzilla 450 – (3150) (M1) ram air permitted

-Small Block/Mod Motor/Coyote Supercharged 3.8L Whipple (3100) no ram air, (3150) w/ram air
(no other adds or deducts, M1 prohibited on this combination)

-Small Block/Mod Motor/Coyote Supercharged 3.0L Whipple (3000) no ram air, (3075) w/ram air
(no other adds or deducts, M1 prohibited on this combination)

-Big Block N/A 632 – **(2500)**
(big block Ford with standard deck height and conventional head) (over 589 add 75 lbs.)
-Big Block N/A 632 – **(2525)**
(big block with tall deck height and conventional head) (over 589 add 75 lbs.)
-Big Block N/A 632 – **(2575)**
(big block with tall deck height and big chief head) (over 589 add 50 lbs.)
(big block Ford with standard deck height and non-conventional head) (over 589 add 50 lbs.)
-Big Block N/A 632 – **(2625)**
(big block Ford with Pro Stock/Symmetrical type cylinder heads) (over 589 add 50 lbs.)

-Big Block Nitrous 588(589-600 see note) Carb or EFI/.136 single jet plate(3050)
-Big Block Nitrous Conv Head 588 Carb or EFI/.136 single jet plate 20* head - (3100)
-Big Block Nitrous 588(589-600 see note) Carb or EFI w/fogger .047(3075)
-Big Block Nitrous Conv Head 588 Carb or EFI w/fogger 20* head .047 – (3125)

NOTE:

-Maximum CID for all small block N/A entries is 480 inches. (Add 7 lbs per cu in over 470 up to 480 cu in.)
-Maximum CID for all small block Boosted entries is 440 inches.
-Maximum CID for all small block Nitrous entries is 465 inches.
-Maximum CID for all Ford Godzilla Boosted entries is 450 inches.
-Maximum CID for all Ford Godzilla Nitrous entries is 465 inches.

- Maximum CID for all Big Block Naturally Aspirated combos is 632 inches.
- Maximum CID for big block Nitrous entries is 600 inches. (589 to 600 cu in add 4 lbs per cu in over 588)(Deduct 50 lbs. for 540 and under)
- Any engine in question will be measured with a P&G gauge. A correction factor of 1.5% will be used. Competitors may be asked to remove a cylinder head for bore and stroke measurements should any discrepancies arise.
- All weights will be rounded down to the nearest 5lb. increment.

WEIGHT ADDITIONS/DEDUCTIONS

- For Cylinder Head adder and deducts refer to the Cylinder Head section.
- For Tire adder and deductions refer to the Tire Section.
- Add 25 lbs for 4 link
- Add 25 lbs for any boosted combo with billet upper/cast lower intake manifold (applies to billet elbow with larger than 4500 opening as well)
- Add 25 lbs for SB Nitrous over 440
- Add 50 lbs boosted combo on M1 not specifically called out in combo weights.
- ~~-Add 50 lbs for any Ford Godzilla Combination (440 cubic inch limit on Boosted combos)(465 cubic inch limit on Nitrous combos)~~
- Add 50 lbs for Cast Tunnel Ram/Sheet-metal/Dual Carbs on SB & BB N/A
- Add 100 lbs. SB/Mod TURBO COMBINATIONS E85/M1-REQUIRED with .250 Surge Slot
- Deduct 25 lbs. SB/Mod TURBO COMBINATIONS E85/M1-REQUIRED with .180 Surge Slot
- Deduct 25 lbs for 4500 series carb on (SB NA & SB NOS)
- Deduct 25 lbs for N/A BBF NO forward-facing scoop
- Deduct 25 lbs. for pre-1964 body style
- Deduct 75 lbs for standard PTE Cast wheel turbo
- Deduct 50 lbs for Cog Belt driven centrifugal supercharger
- Deduct 50 lbs for Non Intercooled boosted combos on gas
- Deduct 50 lbs. for Single 4150 carb (SB N/A and SB Nitrous only)
- Deduct 50 lbs for SB any plate (1 nitrous/1 fuel)
- Deduct 25 lbs. for any 8.2 deck Turbo combination
- Deduct 75 lbs for any 8.2 deck F1A-91, F1A-94, JTB or V30-94 Centrifugal Supercharger combination
- Deduct 100 lbs for Serpentine belt driven centrifugal supercharger combination
- Deduct 200 lbs for any Turbo combination (76x116 compressor 96.5x88.5 turbine using a smooth bore front cover (Surge Slots prohibited)) Tech may adjust this deduct at any time.
- Deduct 150 lbs for 8.2 deck nitrous combo or D1X – P1X Centrifugal Supercharger Combination

Unless Otherwise Noted:

- Inline non stock valve angle not permitted on boosted combos
- Splayed or Canted valve (non-inline) head not permitted on boosted combos

REQUIREMENTS & SPECIFICATIONS

ENGINE: 1

BLOCK

Any aftermarket cast iron or cast aluminum block permitted. All blocks are restricted to factory OEM bore spacing for brand being used. World Products Man-O-War bolt pattern is permitted for

small block Ford engines. All entries are permitted to bush lifter bores. Billet Blocks prohibited. (NA BB combo permitted 4.900)

HARMONIC BALANCER

SFI Spec 18.1 balancer is required.

ENGINE MOUNTS & LOCATION

Engine/motor plates and mid-plates are permitted. Engine block and cylinder heads cannot be in contact with the firewall.

CYLINDER HEADS

Factory OEM or aftermarket cast iron or aluminum cylinder heads are permitted. Billet and one-off fabricated heads are prohibited. All cylinder heads must maintain factory OEM bolt pattern for head and intake manifold bolts of manufacturer brand being used, SBF permitted additional modifications to improve sealing of cylinder heads. Porting is permitted. All cylinder heads must maintain factory OEM valve angles of +/- 2 degrees. The Event Tech Director reserves the right to check valve angle either on or off the vehicle.

Note: Stock factory OEM heads are those cylinder heads that are factory production line installed on production vehicles as recognized by NHRA. *NA BB Heads are called out above with specific weight.

INTAKE MANIFOLD

Any aftermarket, commercially available, mass produced, single carburetor, 4150 or 4500 series, cast intake manifold permitted. Fabricated, sheet metal, billet, and any tunnel ram intake manifold are permitted for Small Block & BB N/A combinations only. Modular/8.2 deck engines are permitted fabricated, billet and/or sheet metal intake manifolds. Porting is permitted. Cast Holley EFI ram intake permitted on SBF boosted combinations only. See note in add/deduct section.

NITROUS OXIDE

All entries are permitted to use any conventional single stage plate system or any conventional single stage fogger system. The use of water injection is permitted. The use of a plate system with a fogger system is prohibited. Nitrous push systems are prohibited. The use of agents other than nitrous oxide as part of, or mixed in, the system is prohibited. All entries must use only gasoline for the fuel enrichment circuit. All nitrous jets **must be stainless steel and** must be as-supplied, unmodified from the manufacturer and must be a concentric circle. **Brass Jets are prohibited.** No other shapes such as ovals, diamonds, etc.... permitted. All entries are permitted to use a maximum of two 10lb nitrous bottles, two 12 lbs. carbon nitrous bottles or a single 15lb nitrous bottle. Any method of cooling the nitrous bottle inside the vehicle is strictly prohibited. Bottle temperatures will be randomly checked before and/or after a run. If the bottle temperature is found to be colder than 65 degrees, the run will be disqualified.

Plate System: Any conventional single stage or cross-bar single stage plate nitrous system with a maximum of four spray bars (two nitrous & two fuel) permitted on SB.
TOP, Kraken, Wizard of NOS Port Style Plates prohibited.

Small Block combinations using a conventional single stage, single plate nitrous system have Unlimited nitrous jet size. (Brass Jets Permitted on Small Block Unlimited Jet Combination)

Big Block Ford combinations using a conventional single stage, single plate nitrous system with single entry (one nitrous jet and one fuel jet) have a maximum of a nitrous jet size of (.136).

The maximum allowable number of solenoids for any single stage plate system is three (1 nitrous, 1 fuel and 1 redundant purge). Progressive systems are permitted.

Single Stage Fogger: Any conventional single stage nitrous fogger system permitted. One nitrous/fuel nozzle per cylinder permitted. All SB entries using a single stage fogger system have a maximum jet size of .048 (BB entry limited to .0476) (The maximum allowable number of solenoids for any single stage fogger system is five (2 nitrous, 2 fuel and 1 redundant purge). BBC/BBF limited to (2) .125 nitrous solenoids. Progressive systems are permitted.

Purge System: Nitrous purge systems are permitted a maximum of 1 solenoid. Progressive systems are permitted to use one inline "safety" solenoid. Purge line must clearly exit the hood/cowl or body in a fashion to not allow purged nitrous to enter the engine when racing.

Nitrous Lines: All entries are required to have one continuous -8 maximum (Plate System) and -8 maximum (Fogger System) uninterrupted (no coiling) nitrous supply line from the nitrous bottle to the engine. Maximum length of nitrous supply line from nitrous bottle to nitrous supply solenoid is 15ft. The line from the valve to the engine cannot store/hold nitrous oxide when the system is not in use.

SUPERCHARGER

Centrifugal superchargers are limited to the following dimensions: Maximum impeller inducer diameter of 3.58 inches (91mm) 3.70 inches (94mm) with a maximum Exducer of 5.73 inches (91mm) or 6.00 inches (94mm) maximum inlet outside diameter of 4.75 inches. Supercharger impeller must be constructed from aluminum. Centrifugal superchargers are permitted to use any gear drive or transmission system, including the Vortech V30 series or Pro Charger F1A-91 or F1A-94. Maximum step up ratio of 5.40:1. Inlets for superchargers must not be exposed to ram air, if claiming a deduct for NO RAM/FRESH AIR they must be blocked off from any source of air this includes closing off factory holes/grills. (Unless mod, 8.2, or sub 365 cu inch. On gas) Surge Slots are PROHIBITED.

TURBOCHARGER

All cast wheel turbochargers (mid-frame GT47/S400 chassis only) must be as-manufactured from factory with an "as cast" or billet wheel. For "cast or billet wheel turbo", any inconsistent modifications to compressor or turbine wheel, blades, hubs, cover, or housing, beyond accepted commercially available manufacturing process, is PROHIBITED. Compressor inducer cannot exceed 76.6 mm. Maximum inlet diameter for compressor housing will not exceed 78.6 mm (2 mm for housing/wheel clearance). Reducers PROHIBITED. Compressor exducer (this includes the backing plate and the tip to tip measurement) cannot exceed 116 mm and at no point extend past the 116 mm backing plate (i.e. no reverse clipping of the wheel permitted). Inducer blade tip measurement will take place at the leading edge (must capture .200 of blade tip) where the tip meets the compressor housing and must extend to the final exducer measurement without steps. Compressor map groove will not exceed .250 or (.180 on E85/M1 SB Combo) of an inch at 90* perpendicular to the inlet and must be maintained throughout the entire circumference of the groove. Adjustable

map groove rings prohibited. Any turbocharger entry may be asked to remove the compressor cover for tech inspection. The turbine wheel will not exceed 96.5 mm x 88.5 mm. Turbine wheels are only allowed to be constructed from Inconel material. Compressor wheel/impeller must only be constructed of cast or billet aluminum material. Bore-less shaft PROHIBITED. Reducers PROHIBITED. No reduction or milling permitted on the compressor or turbine retention nuts. (Hub and turbine retention nut diameter minimum is .850) No bore-less shaft turbochargers permitted. (6 cylinder see weights) The cover on all 76 billet and cast wheel turbos must conform to a 90-degree surge slot. The exducer cannot be visible through the surge slot on any turbocharger.

RAMAIR

Where permitted ram air/fresh air may be sourced from holes in body, behind factory openings or funnels. Where not permitted/claimed all openings allowing fresh air to enter from front of vehicle or ducted inlets of supercharger/turbocharger must be closed and are not permitted.

INTERCOOLING

Air-to-water intercoolers are permitted for supercharged and turbocharged entries only. Only one intercooler is permitted for all boosted applications. Intercooler with M1 fuel prohibited.

METH INJECTION

Meth injection permitted on Nitrous combos only. Any use of nozzle/injector in any engine combination forward of throttle body/ carburetor is strictly prohibited. All injectors on boosted combos must be directly mounted to the intake manifold.

OILING SYSTEM

Any Oil System permitted. Any oil pump, vacuum pump, and oil pan permitted. All entries are required to use an oil retention device. Device can be either a ballistic style blanket or a custom built metal pan. Metal pan must extend from the engine/motor plate rearward to the back of the engine. Metal pan must fit inside the frame rails and be 3 inches above the ground.

COOLING SYSTEM

Any cooling system permitted. Radiators are not required.

EXHAUST SYSTEM

Any exhaust system permitted. All exhaust systems must be directed out of body and away from driver and fuel tank. Exhaust may exit underneath car or out the front fenders but must not affect timing or staging beams.

FUEL SYSTEM

Any electronic, mechanical or belt driven fuel pumps are allowed. Electronic fuel pumps must shut off with the master electric cut-off switch. Fuel cell must have a pressure cap and be vented to the outside of the body. Front mounted fuel cells must meet SFI Spec 28.1 and be mounted between the frame rails or enclosed in a round tube frame. A round tube frame must be constructed of a minimum of 1 ¼-inch O.D. x .065-inch chrome moly tubing. Artificial cooling or heating of fuel (i.e., cool cans, ice, Freon, etc.) prohibited. Circulating systems that are not part of the normal fuel pump system are prohibited.

EFI SYSTEM

Any aftermarket electronic or mechanical fuel injection may be used. Fuel injector size and or type are unlimited.

THROTTLE BODY

Any single aftermarket throttle body permitted. (Unless N/A)

CARBURETOR

Maximum carburetor size for all power adder entries is a single 4500-style or a Pro-Systems 115mm SV1.

THROTTLE LINKAGE

Throttle control must be operated by the driver's foot.

FUEL

VP Racing Fuels Gasoline, M1, Q16, C-85, E-85, X-85, C12, 16, 23, 25, 45, or NO2 are the only fuels permitted. Event Tech Director reserves the right to inspect fuel at any time during competition. Failure to pass Fuel Check is grounds for disallowance of the run during competition and disqualification from the event during eliminations. Fuel is checked using various means. Samples given to Fuel Check Technical Inspectors are compared to data taken from known fuel samples provided by VP, adjusted for temperature, and within a tolerance determined by Event Tech Director. Failure occurs when the sample readings fall outside those tolerances.

DRIVETRAIN: 2**CLUTCH, FLYWHEEL & FLYWHEEL SHIELD**

Flywheel and clutch meeting SFI Spec 1.2, 1.3, 1.4, or 1.5 is mandatory. Clutches are limited to a dual disc maximum. Flywheel shield meeting SFI Spec 6.2 or 6.3 is mandatory. Clutch must be manually operated by the driver's foot. Electronics, pneumatics, hydraulics, or any other device may in no way affect the clutch system. The throw-out bearing must release all fingers, levers, stages, etc. simultaneously. Staged or variable release clutches are prohibited.

MANUAL TRANSMISSION

OEM or aftermarket transmissions with a maximum of 5 forward speeds permitted on N/A combinations only. Clutch less models permitted. Any gear change must occur from direct action by the driver. Pneumatic, electric, hydraulic, etc. shifters prohibited. Torque converter not permitted with this type of transmission. Manual transmissions must utilize SFI approved bell housing.

AUTOMATIC TRANSMISSION

Any OEM or aftermarket automatic transmission is permitted. Lock-up style transmission and/or torque convertors are prohibited unless OEM equipped (i.e. A.O.D.). The use of transmission-to-engine adaptors is permitted. The use of trans-brakes is permitted. Pneumatic, electric, hydraulic, etc. shifters permitted.

BRAKES, STEERING & SUSPENSION: 3**STEERING**

Any American production type steering system permitted.

SHOCKS/STRUTS

Aftermarket stock-type shocks/struts permitted. Rear coil-over shocks are permitted.

FRONT SUSPENSION

Factory type front suspension only. Coil over shocks are allowed. 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.

REAR SUSPENSION

Stock-type, ladder bar, and racing 4-link rear suspension systems are permitted.

WHEELIE BARS

The use of wheelie bars is prohibited.

FRAME: 4**CHASSIS**

All vehicles must have a chassis that meets the guidelines set by SFI for their respective speed and elapsed time. A valid NHRA serialized sticker is mandatory at an NHRA Member Track.

FRAME

Stock frame required from the forward edge (closest to the bumper) of shock/strut tower to the back of the rear wheel tub. Back-halved cars are prohibited. Front and rear sub frames may be joined together. Horizontal and vertical notching of rear frame rail is permitted for tire/rear end clearance.

WHEELBASE

Entries must retain stock wheelbase dimensions of + or – 1 inch. Maximum wheelbase variation from left to right is 1 inch.

GROUND CLEARANCE

A minimum of 3 inches from the front of the vehicle to 12 inches behind front spindle centerline is mandatory. A minimum of 2 inches for the rest of the vehicle is mandatory (except for oil pan and exhaust headers).

TIRES & WHEELS: 5**TIRES**POWER ADDER LEGAL TIRES:

MT 3559 275/60-15 ET Street R Hoosier DR1 275/60-15

MT 3553 255/60-15 ET Street R or any 26 x 8.5 or 26 x 10 – DEDUCT-50lbs

MT 3453 275/60-15 ET Street S/S – DEDUCT -50lbs

N/A LEGAL TIRES:

MT 3559 275/60-15 ET Street R – DEDUCT – 25lbs

MT 3453 275/60-15 ET Street S/S – DEDUCT -150lbs

MT 3754X 275/60-15 ET PRO 275

WHEELS

Aftermarket racing wheels permitted.

INTERIOR: 6**UPHOLSTERY**

Interior must maintain a factory upholstered appearance. OEM dash board is required and can be made of fiberglass or carbon fiber. Any aftermarket racing style seat is permitted. Driver's seat must be located in the stock location. Passenger seat is not required. Door panels are required. Floor and transmission tunnel where visible must be carpeted or upholstered.

STEERING COLUMN/WHEEL

Aftermarket steering columns and steering wheels are permitted.

PEDALS & PEDAL LOCATION

Stock type pedals/linkage is required.

BODY: 7**BODY**

Body must retain original appearances and profiles for year being used. OEM body shell must be intact. Light weight body panels are restricted to hood, fenders, bumpers, doors and deck-lid/truck-lid or hatch. Composite roof panels are permitted on 2005 and newer vehicles. Hood and deck-lid/trunk-lid must be hinged or lift off style. All front ends must be of factory dimensions and cannot be lengthened. Splitters are not permitted to be fwd. of the front bumper line on a vertical plane. Alterations or aerodynamic modifications are prohibited. Body must be finished or painted. Pre-1964 body style will receive -25 deduction

HOOD SCOOPS

The use of aftermarket forward facing hood scoops is prohibited on power adder combos. The use of cowl induction style hoods are allowed on any vehicle with a maximum height of halfway point of windshield. Factory OEM forward facing hood or factory OEM ram air hood with scoops is permitted. Forward facing hood scoop on N/A combinations permitted.

COWL AREA

OEM cowl is required and modifications are permitted.

GRILLE

Grille must maintain a "professional appearance" for year, make and model being claimed.

FIREWALL

Stock, factory firewall is required. Notching and smoothing of firewall is permitted but must be identifiable as being in the factory location. Factory OEM fiberglass firewalls (Corvette) are permitted to replace the factory firewall with a minimum of .024 thick steel located in the factory location.

RADIATOR CORE SUPPORT

Radiator core support is not required.

FENDER SPLASH PANS

Fender splash pans may be altered.

WINDSHIELD & WINDOWS

OEM glass or NHRA approved Lexan is required.

FLOOR

Stock floor in stock location is required under driver and passenger seats. Flat area of floor-pan behind seat area and rearward may be replaced with a minimum of .024-inch thick steel or .032-inch aluminum or Carbon Fiber. All entries are allowed a removable trans-tunnel.

WHEEL WELLS

Aftermarket style mini-tubs are permitted.

WING/SPOILERS

All entries are permitted to use rear wing/spoilers. Wing/spoilers are allowed a maximum length of 26 inches. Any adjustments to the wing/spoiler during a run are prohibited.

STREET EQUIPMENT

All entries must have operational headlights/fog lights and taillights.

APPEARANCE

All cars in competition must be painted or wrapped. Advertising graphics are permitted on the body.

- Ford Fest Windshield Banner: Decal needs to be located on the top of the windshield or just above the windshield located on the body.
- Class Sponsor: Decal must be located on the passenger's side lower portion of the windshield.
- Class & Competition Numbers: Numbers must be easily visible/legible and located on the front, back, and both side windows.

ELECTRICAL: 8

BATTERIES

Battery may be relocated and must be an automotive type.

IGNITION

Any battery-operated ignition system permitted. Distributor less ignition systems are limited to one coil per cylinder only. Optical devices and magneto ignitions are prohibited.

MASTER CUTOFF

A master cutoff switch is mandatory on all vehicles with a battery located in the trunk.

STARTER

Aftermarket starters, in stock location permitted.

SUPPORT GROUPS: 9

BRACKET RACING AIDS

The use of any bracket racing aids such as optical sensors, delay boxes, shutter boxes, throttle stops, etc. are prohibited. The use of any device (electrical or mechanical) that allows a driver to ascertain the position of their vehicle to the starting line is prohibited.

PRESSURIZED BOTTLES

All pressurized bottles must meet D.O.T. 1800 lb minimum specification.

TOW VEHICLES

The use of tow vehicles is permitted.

DRIVER: 10

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 is mandatory for cars running 10.00 or slower. A valid NHRA competition license is mandatory for cars running 9.99 or quicker, at a NHRA Member Track. A valid NHRA or an IHRA competition license is mandatory at an IHRA Member Track.

Note: It is ultimately the competitor's responsibility to familiarize themselves with the 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 FORD FEST Class rules 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.