

STREET WARRIOR 10.10

The **Street Warrior 10.10** class is designed for American Domestic production vehicles running the ¼ mile in the 9-10 second range, that do not fit into a specific Heads up class running on a 10.10 single index. All Entries must be American Domestic Powered. (Examples: Ford, GM, Dodge, Toyota, etc.) The simple rules make it easy for entries to have fun on track with their street type vehicles.

CLASS DESIGNATION – SW

QUALIFYING INFORMATION, LADDER TYPE & TREE

1/4 Mile, Heads up Start , 10.10 Index, .400 Pro Tree, Auto Start, Courtesy Stage recommended, Deep Staging permitted, All Run, Random Pair if 33+ car count, Chip Draw at back of the lanes at 32 or less car count.

Class will qualify on elapsed time closest to 10.10 index recorded in the qualifying sessions. Qualifying passes 10.099 or quicker will be placed at the bottom of the qualifying order. The Number One Qualifier will have the first round potential by.

During qualifying and eliminations, any competitor that runs a 9.999 or quicker et, that run will be disqualified.

Competitors are allowed to enter True Street, providing Car meets all True Street Class requirements. No True Street runs will count towards Street Warrior Qualifying. Once Qualifying has begun, competitors may not make additional time trial hits unless the Competitor purchases a True Street Tech Card. If the competitor chooses to do so, that competitor may make the True Street Time Trials and Eliminations only.

ENGINE

Any American Domestic engine permitted. (Examples: Ford, GM, Dodge, Toyota, etc.) Any internal modifications are permitted.

COOLING SYSTEM

Entire cooling system must be contained within the engine compartment. OEM production-style or aftermarket radiator is required, functional, and must be mounted in stock location. Ice chests/reservoirs for engine cooling in pits only. Any aftermarket water pumps (belt drive or electric drive) are permitted. Any cooling fans are permitted.

NITROUS OXIDE\SUPERCHARGER\TURBOCHARGER

Any power adder or combination of power adders permitted (nitrous oxide, supercharger, or turbocharger or a combination) Meth injection permitted.

INTERCOOLING

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

EXHAUST

Muffler(s) are required unless vehicle is turbocharged. Exhaust may exit anywhere.

CHASSIS

All vehicles must have a chassis that meets the guidelines set by SFI for their respective speed and elapsed time. 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 135 mph or faster at a NHRA member track.

FRAME

Front and rear frame rails must remain in the stock locations. Front frame rails are to remain unaltered. Rear frame rails may be notched for tire clearance only. Notching rear frame rails for rear end clearance/ride height purposes is prohibited. Sub frame connectors are permitted. Engine plates are permitted. Full tube-type chassis vehicles prohibited.

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. Bolt-in front suspension retrofit kits (ex. Heidt's, Fatman, etc) 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. Mini tubs Permitted. Back-half vehicles are prohibited. Ladder bars and/or aftermarket 4-links are permitted. Wheelie bars are prohibited.

FIREWALL

Stock, unaltered firewall is required.

FLOOR

The entire floor, including transmission tunnel, must be unaltered and in the stock location. The spare tire well can be replaced with Sheet metal. Manual transmission vehicles are only permitted to modify the transmission for shifter clearance.

DRIVELINE

Aftermarket axles, ring and pinions, final drive, spools, and differentials are permitted.

TRANSMISSION Manual or Auto transmissions permitted. Any style automatic transmission is permitted. Trans brakes permitted.

BODY

Any American Domestic production body permitted. Hood required. Lightweight components are limited to hood, front fenders, doors, deck lid, hatches, sunroofs/t-tops/targa tops, wings, ground effects, and bumpers only. Quarter panels must remain as originally manufactured. One-piece front end prohibited.

WINDOWS

Factory or aftermarket windows are required. All Replacement Windows must be Stock Appearing.

INTERIOR

Must have full factory type upholstery, including carpet, door panels and factory-Style dash. Driver and front passenger seats are required and mounted in the stock location. Aftermarket front seats are permitted and must be upholstered. Rear seat, heater and A/C controls may be removed.

ELECTRONICS

Two-steps, data loggers, aftermarket ECU's, and engine management systems are permitted. Throttle Stop prohibited. Delay Box prohibited.

FUEL

Rear mounted fuel tank/cell required. All fuels permitted. Nitro or Polypropylene prohibited.

TIRES

Tires must be DOT approved (this includes the FRONT and the REAR tires). Drag Radial up to 275/60/15 is permitted or Bias Ply Tire up to 28x10.6—as measured permitted. Any 17-inch or larger wheel combination is permitted up to a 355 wide tire.

TOW VEHICLES

The use of tow/push vehicles is prohibited. Vehicles may not be towed in the staging lanes. (Vehicles that break and are towed back will not be disqualified if the car is able to be safely repaired for the next round of qualifying or eliminations).

APPEARANCE

All cars in competition must be painted or wrapped. Advertising graphics are permitted on the body. SGMP does require all entries to run the following decals:

1. Class Sponsor: Decal must be located on the passenger's side lower portion of the windshield.
2. VP Racing Fuels: Official Fuel decals (2) required. Must be located on each side of vehicle. (In a contingency decal manner)
3. Class & Competition Numbers: Numbers must be easily visible/legible and located on the front, back, and both side windows

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.

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 the NHRA rule book. 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.