

TRUE STREET

Class Description

True Street is a racing class for mildly modified to heavy modified high performance street vehicles that are street certified and able to drive over a 30-mile distance. All model years and engine types and power adders permitted. Class is designed for vehicles running a DOT tire only. . Vehicles must be registered, licensed, and insured. There will be trophies and awards for not only the quickest average, and runner up but also for the following: Closest averaged ET that is not quicker than the following- 9.00, 10.00, 11.00, 12.00, 13.00, 14.00, and 15.00. Each class winner must fall within its respective ET category; example 9 second winner average must be between 9.00 to 9.99, 10 second winner average must be 10.00 to 10.99 and so on for each class winner, Etc.

CLASS DESIGNATION = TS

Qualifying Information, Ladder Type, & Tree

All Run, True Street Format, .400 Pro Tree, Heads-Up. Courtesy Stage.

VEHICLE PERMITTED

All types, makes, models, and years of vehicles permitted. Rental Cars prohibited. Dragsters and roadsters prohibited.

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 there safety glass for rear window only when roll bar is installed.

POWER ADDERS & POWERTRAIN

All 4-cylinder, 6-cylinder, small block and big block engine types and multiple 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. 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. Tubular bolt-in front K-members and A-arm kits are permitted. Ladder bars and/or aftermarket 4-links are permitted. 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/Temp 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, must cover the entire engine & induction system.
- 8.
9. 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. Tire shaving is prohibited. Tire changing is prohibited during or after the road tour.

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. Each competitor and crew will be on their own reconnaissance during the escort and 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.

COOLDOWN PERIOD/RETURN PROCEDURES

After the vehicles return from the road tour, they will return directly to the designated staging lanes for the cool-down period. They may not change tires. The cool-down period will typically last between 15 and 45 minutes. During this cool down period only, entrants may:

1. Adjust tire pressure (add or remove tire pressure),
2. Install fresh nitrous bottles
3. Install ice in their intercooler (only if located in trunk, rear hatch or rear seat area).

Anything not listed above is prohibited.

A strict CLOSED HOOD policy will be in effect until a competitor has completed his or her three back to back passes. No refueling allowed once car leaves on cruise. Engines must remain

turned off during entire cool-down period. External cooling of engine by any means (cold water, outdoor fans, etc.) prohibited. Any engine changes, repairs, or adjustments (changing rocker arms, carburetor adjustments, etc.) prohibited. Changing of tires prohibited. No external charging of battery / batteries permitted.

If race officials decide to have competitors return to their pits upon return from the cruise, racers and crew may work on their cars until called to the lanes for Elimination rounds. Once called to the lanes, upon entry to the lanes, the above rules are in effect.

In such a situation, if the 3 passes are back to back the above rules remain in effect.

If racers are sent back to their pits between elimination rounds, racers and crew may work on their cars until called to the lanes for the next round.

RACE FORMAT

When called to “load up” in the staging lanes, all True Street competitors must report to their cars and prepare to make three back-to-back quarter mile passes. All hoods and deck lids must remain secured, as they must remain closed until completion of all three passes. Vehicles with air-to-water intercoolers may not add ice to intercooler tank between back-to-back passes, even if intercooler tank is located in interior of vehicle.

FINAL STANDINGS

After all three quarter mile passes are completed, each racer’s ET’s will be added together and divided by 3. The average of these three passes will be computed. The outcome of the 3-run average will be posted approximately one hour after eliminations and the awards presentation will be held there after. On a qualifying run, if a contestant properly starts, stages, and receives the starter’s signal but breaks to the point the run is not completed, a time of 28 seconds is issued and it is considered a valid qualifying run.

BACK-to BACK PASSES

Tire pressure may be checked in the staging lanes, or between rounds, and may be lowered or raised any time during the back-to-back passes, as long as this function is performed by the driver only and cannot alter the run order or delay the competitor’s ability to move to the ready line when instructed. Vehicles are required to make three full passes in order to be included in the final average ET tally. All vehicles must run three passes in the same order as the first pass, any attempt to gain additional cool down time between rounds will result in disqualification. The only possible exception to this rule is the use of a parachute, if required by vehicle speed. One crewmember can be placed in the staging lanes to aid in the repacking of a parachute; however, chute must be re-packed in a manner so as not to be disruptive to competition rounds. There will be a separate staging lane designated for any vehicle needing to re-pack parachutes. Any vehicle unable to start under its own power will be disqualified. Once all rounds have been completed, prize money and awards will be given based on the final average of all three quarter mile passes. During, and in between, the back to back passes, no changes may be made to vehicle other than lowering or raising air pressure in tires. Fresh nitrous bottles, fuel, and ice may not be installed/replenished. Nitrous bottle may be turned off and back on while in the staging lanes before and during the 3 back to back passes. Vehicles with

air-to-water intercoolers may not add ice to intercooler tank between back-to-back passes, even if intercooler tank is located in interior of vehicle. No laptops in vehicle permitted at any time once the first of the three back-to-back passes is initiated. Driver is the only person allowed to push vehicle in the staging lanes between runs. During the Back-to-Back passes, Crew members are prohibited from assisting the car or driver in the staging/starting (which begins at the ready line) process in any manner.

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.

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.