

QUICK STREET 9.00

Qualifying Information, Ladder Type, & Tree

All run, NHRA sportsman Ladder, Pro .400 tree, Heads-Up.

E.T. limited to 9.00

No wheelie bars allowed.

Intake must be 1 piece cast single carb. No tunnel rams and No single 4 tunnel rams.

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 .

NO traction control devices that will monitor driveshaft or wheel speed or any other speed detection devices or which in turn are able to control ignition functions to control traction will be allowed. *

Time based controllers will be allowed to delay the turning on of the nitrous solenoids and/or activating timing functions.

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 NO LEXAN - Car must have full interior with two front seats All lights must work. no tin dash boards must be stock appearing dash / door panels

Interior must be carpeted to the rear of the drivers/pass seat. All remaining door panels and 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 methanol or nitro methane, E85/E98 OK

Tow Backs allowed from top end, in qualifying only.

The following will be adhered for anyone that runs under the cap:

Qualifying - If any qualifying run goes under the 9.00 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 9.00 cap, this will be used for the qualifying ladder.

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 9.00 cap or he crosses the lane boundary line, he will forfeit lane choice for next round.

Dual Competition Run: If you run under the 9.00 cap during a dual competition run, you will be disqualified. If both drivers run under the 9.00 cap, the competitor who is the least under the 9.00 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 9.00 cap is broken, that competitor will be disqualified.

Disqualification will be as follows:

If a competitor red lights and the other competitor runs under the 9.00 cap, the competitor that had the red light will be disqualified.

If a competitor crosses the boundary line, and the other competitor runs under the 9.00 cap, the competitor that crossed the boundary line will be disqualified.

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).

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.

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 9.00 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, 325/50, 295/65/r15 drag radial, 28x13.50 et street.

*MUST HAVE MUFFLERS. Collector mufflers & Inserts allowed

* Stock Style Suspension*

Must have stock frame rails, notching for tire clearance only. Stock replacement control arms must mount to stock location.

Mini tubs 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.

**Corvettes and other similar entries need to utilize that factory rear suspension.* But if replaced with solid axel set up (must run a drag radial)

There will be NO weight penalty for coilovers

All combos utilizing fuel injection will be limited to 1 injector per cyl

Naturally Aspirated Combos

unlimited cu. Inch maximum **

Dual Carbs Allowed cast intake with conventional head

Small Block 3000 lbs min.

Big Block 3200 lbs min.

Clutchless trans add 100 lbs

Nitrous Combos

Engine combos limited to 640 C.I.

Progressive Nitrous controllers ARE allowed

Plate limited to 1 Fuel Solenoid, 1 NOS Solenoid, 1 Purge Solenoid

Fogger Limited to 2 Fuel Solenoids, 2 NOS Solenoids, 2 Purge Solenoids

Purge solenoids must exit engine compartment no exceptions.

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****

*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:

Small block - 3100 lbs

Small block with a Progressive Controller, single stage ONLY w/ auto trans – 3200 lbs

Small block w/clutchless trans - 3200 lbs

Big Block Combos – will adhere to the following

Big Block / Conventional Head - Single Stage (Plate or Fogger) 3300 lbs min

Big Block / Conventional Head - Single Stage ONLY W/ Progressive Control (Plate or Fogger) all other stages must be capped off completely 3400 lbs .

Clutchless trans add 100 lbs

Big Block / OR Small block -Non Conventional headed MOTORS (ie big duke, big cheif so forth) must run N/A ... 3400lbs

EFI with NOS dry systems (direct port. one nos line per injector per cylinder)

max of 2 nos Solenoids..

Supercharged Combos

*Electronic Boost controllers ARE allowed .

572 cu inch limit.

Small Block, Non-Intercooled, 3300 lbs min.

Small Block, Intercooled, 3400 lbs min.

Big Block, Conventional Head Only, Non-Intercooled, 3400 lbs. min.

Big Block, Conventional Head Only, Intercooled, 3500 lbs. min.

Not less than 24° valve angle on Chevy Head

APPROVED SUPERCHARGERS (may be amended at any time as needed)

VORTECH SERIES -* A, * B, * S*, T*, * YS, YSi, J, X, XX-Trim

ATI PROCHARGER SERIES -* P600, * D-1, * D-1SC, * D-1R, * P-1SC, * P-1SCH, F1, F1-R, D-2R, , F-2M, F-2,.

PAXTON SERIES -* SN, * VR-4, Novi 1000, Novi 2000

POWERDYNE SERIES -* BD-9, * BD-10, * BD-11, *XB-1 and any* SVO, *SALEEN, * EATON &

*KB Whipplecharger

superchargers 6-71, 8-71, 10-71

*Clutchless trans add 100lbs

Turbocharged Combos will adhere to the following

Electronic Boost controllers ARE allowed .

* can deduct 100 lbs

Limited to a single turbo , 88mm inlet. If using a restrictor it must be cast or a machined to a 88mm inlet will be checked w/go no go gauge.

No "home" fabricated inlet restrictors.

All Turbo combos will be checked before every race to insure proper inlet dimension

Non-Intercooled, 3300 lbs min.

Intercooled, 3400 lbs min.

twins allowed up to 76 mm.

*Clutchless trans add 100 lbs

TSDRA 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

All rules subject to change at any time to maintain parity.