



Mickey Thompson's Turn and Burn Presented by Summit Racing Equipment and Powered by Sick the Magazine at America's Racetrack, Summit Motorsports Park!

COMPETITION RULES

Rev. 2/1/26

UNLIMITED CATEGORY

Unlimited is the most radical class and has no restrictions on modifications except for those listed in "Vehicle Rules for All Classes".

No awards for this category.

UNLIMITED IRON CATEGORY

Unlimited Iron is for tube-chassis cars with a production body with unaltered appearance and minimal chassis restrictions.

BODY

- The body must be a stock, OE production vehicle with at least 5,000 having been sold to the public in the United States or abroad, model years 1938 and newer.
- The following are the only non-OE-production exterior body panels that may be made of non-metal materials: bumpers, hoods, deck lids, rear hatches, fenders, doors.
- Hood scoops, rear wings, and front air dams of any material are allowed.
- Any composite windows must appear stock and use stock moldings.
- An OE production grill, or an exact replica, for the body's year, make, and model must be used and cannot be blocked from the front.
- Stock, reproduction, or replica front and rear bumpers are required. Rear bumpers are not required on pickups.
- The body may not be altered from the stock shape. No chopping, no sectioning, no narrowing, no pinching, no stretching, no sloping of the nose, no relocating the front wheel openings, no quarter-panel moving or reshaping, no wheel tubs protruding outside the stock exterior body lines. Stretched rear wheel openings are allowed.

- The exterior appearance of the cowl and windshield may not be modified for engine or induction clearance.

WHEELS AND TIRES

- Unlimited Iron cars must use bias-ply tires on the dragstrip that are designed for racing purposes.

CHASSIS

- Conversions from front-wheel-drive to rear-wheel-drive are not allowed.

MINIMUM WEIGHT

- Race weight with no cargo must be no less than 3,000 pounds with driver.

Awards for this category:

- Overall winner of class
- 2nd Place in class
- 3rd Place in class

PRO MODIFIED RADIAL

Pro Modified Radial is the class for small-tire radial cars with the most liberal level of modifications.

BODY

- Must use a stock appearing body.
- Any composite windows must appear stock and use stock moldings.
- The body may not be altered from the stock shape. No chopping, no sectioning, no narrowing, no pinching, no stretching, no sloping of the nose, no relocating the front wheel openings, no quarter-panel moving or reshaping, no wheel tubs protruding outside the stock exterior body lines. Stretched rear wheel openings are allowed.
- Body panels may be reproduced in any material. Factory style headlights are required (may use different bulb).

INTERIOR

- May not have driver set back past the stock location.

CHASSIS

- Must retain stock framerails forward of the firewall. Aftermarket front-clip kits that replace the stock framerails forward of the firewall are allowed, but they must be commonly available from a recognized manufacturer and must bolt in place on the stock frame or unibody. Aftermarket front-clip kits may use tubular main rails.
- No modifications allowed that would be considered a body drop or channeling; the body cannot be lowered over the stock framerails.
- Engine may not be set back past the stock firewall location.

SUSPENSION

- Modified suspension and stock suspension permitted.

WHEELS AND TIRES

- Modified cars must use RADIAL tires on the drag strip that are not DESIGNATED greater than 315/60-15 OR 29.5/10.5R15, as verified by the actual stamped tire size during tech, with the tire carrying the vehicle's weight and at 20 psi of tire pressure.

Awards for this category:

- Overall winner of class
- 2nd Place in class
- 3rd Place in class

SUPER STREET OUTLAW CATEGORY

Super Street is for traditional, back-half, big-tire cars with a non-stock rear suspension configuration.

BODY

- Must use an all-steel, OE body. OE Corvette bodies are allowed.
- The following are the only non-OE-production exterior body panels that may be made of non-metal materials: bumpers, hoods, deck lids, rear hatches, fenders, doors.
- Hood scoops, rear wings, and front air dams of any material are allowed.
- All windows must be made of safety glass with the exception of pickup and El Camino/Ranchero rear windows.
- An OE production grill, or an exact replica, for the body's year, make, and model must be used and cannot be blocked from the front.
- Stock, reproduction, or replica front and rear bumpers are required. Rear bumpers are not required on pickups.
- The body may not be altered from the stock shape. No chopping, no sectioning, no narrowing, no pinching, no stretching, no sloping of the nose, no relocating the front wheel openings, no quarter panel moving or reshaping, no wheel tubs protruding outside the stock exterior body lines. Stretched rear wheel openings are allowed.
- Firewall must be in the stock location. Firewall may be smoothed and notched for distributor and valve cover clearance.
- Must use steel floor pans from the firewall to the leading edge of the wheel tubs. Floor pans must be welded to the rocker panels and firewall in the original locations. Floor pans may be notched for subframe connectors or roll cage tubing. The trans tunnel may be modified for transmission clearance.

INTERIOR

- Must have driver and passenger seats.
- Must use a stock-appearing dash structure.
- May not have driver set back past the stock location.

CHASSIS

- Must retain stock frame rails forward of the firewall. Aftermarket front-clip kits that replace the stock frame rails forward of the firewall are allowed, but they must be commonly available from a recognized manufacturer and must bolt in place on the stock frame or unibody.
- No modifications allowed that would be considered a body drop or channeling; the body cannot be lowered over the stock frame rails.
- Engine may not be set back past the stock firewall location.
- Conversions from front-wheel-drive to rear-wheel-drive are not allowed.

REAR SUSPENSION

- The rear suspension can use a non-stock parallel four-link, ladder bars, a conversion from IRS to solid axle, or other significant departure from the stock suspension concept. Exception: Cars that were originally equipped with leaf springs may retain them if they are moved radically inboard to fit tires.

WHEELS AND TIRES

- Super Street cars must use tires on the dragstrip with a maximum designation of 33.0/10.5-16W and no greater than 11.5 inches wide at the tread, as measured with a go/no-go gauge with the tire carrying the vehicle's weight and at 20 psi of tire pressure. Tire edges may not be shaved or cut to meet the 11.5-inch maximum.

ENGINE

- Engines must be based upon cylinder-block architecture offered by an OE manufacturer for use in production-line passenger cars. Altered bore spacing is prohibited. Deck height is open.
- Billet engine blocks and cylinder heads prohibited.

MINIMUM WEIGHT

- Race weight with no cargo must be no less than 3,000 pounds with driver.

Awards for this category:

- Overall winner of class
- 2nd Place in class
- 3rd Place in class
- Quickest Small-Block
- Quickest Big-Block

GASSERS

Gasser is for '60s-style door-slammers. The style includes a nose-high stance or solid front axle conversion, a drastically altered wheelbase (early-funny-car or A/FX-style), radiused rear-wheel openings, retro lettering, and period-correct wheels. Muscle-era cars will need more modifications than just stickers and nostalgia wheels to qualify; they can't just look like Stock or Super Stock cars. For example, a factory '68 Hemi Dart would seem to be legal by the rules but would not pass the subjective criteria unless you converted to a straight axle front suspension.

RULES FOR A/GAS

BODY

- Must be a '28 to '68 American car or truck or a Fordson, Thames, Anglia, or Austin.
- No convertibles or roadsters.
- May be steel or fiberglass. Replicas must be faithful to the original car.
- OE or reproduction fenders must be used in the stock location.
- May not use post-'60s-appearing lettering or paint graphics.
- No wings, spoilers, or air dams allowed.
- Hoodscoops must appear like those used in the early '60s. No cowl-induction hoods, no snorkel scoops, no Pro Stock scoops.
- Any composite windows must appear stock and use stock exterior moldings. No window supports visible from outside the car.

- The body may not be altered from the stock shape. No chopping, no sectioning, no narrowing, no pinching, no stretching, no sloping of the nose, no quarter-panel moving or reshaping, no wheel tubs protruding outside the stock exterior body lines. Radiused rear wheel openings are allowed and altered-wheelbase cars may have relocated wheel openings.

CHASSIS

- Engine setback is allowed, but the center of the intake manifold (as measured fore and aft) may not be aft of the base of the windshield.
- The frame may not have round-tube main rails.
- May not have a lowered stance. A raised stance is encouraged.
- No center steering.

FRONT SUSPENSION

- May not use struts.
- May not be Mustang II style, including similar aftermarket A-arm conversions.

STEERING

- Rack-and-pinion conversions are not allowed.

WHEELS AND TIRES

- Gasser class cars must use bias ply tires on the drag strip with a maximum designation of 29.5/10.5-15W and are no greater than 11.5 inches wide at the tread, as measured with a go/no-go gauge with the tire carrying the vehicle's weight and at 20 psi of tire pressure. Tire edges may not be shaved or cut to meet the 11.5-inch maximum.
- Wheels must be traditionally styled, no billet.
- Wheels may be no more than 16 inches in diameter

ENGINE

- Must use American engine families from '68-and-earlier model years.
- Engines must be based upon cylinder-block architecture offered by an OE manufacturer for use in production-line passenger cars. Altered bore spacing is prohibited. Deck height is open.
- Billet engine blocks and cylinder heads prohibited.
- EFI may only be used on traditional stack-type injection manifolds or on traditional-appearing supercharger hats.
- The only power-adder allowed is a non-screw-type roots supercharger up to 8-71. No turbos or nitrous.
- Intercoolers located between the supercharger and the manifold are not allowed.
- Cylinder heads must use the OE port configuration; no symmetrical-port or spread-port heads.
- Engines that were OE designed with inline valves may not use canted-valve heads.

DRIVETRAIN

- Lenco-type transmission prohibited.

RULES FOR B/GAS

BODY

- Must be a '38 to '68 American car or truck or a Fordson, Thames, Anglia, or Austin. (Note: the '38 model year limit is not a typo. B/Gas is for full-bodied cars, not the smaller and lighter Model As and similar cars that are allowed in A/Gas.)

- No convertibles or roadsters.
- The main body shell and doors must be steel.
- The following are the only non-OE-production exterior body panels that may be made of non-metal materials: 1) bumpers, 2) hoods, 3) deck lids, 4) fenders.
- OE or reproduction fenders must be used in the stock location.
- May not use post-'60s-appearing lettering or paint graphics.
- No wings, spoilers, or air dams allowed.
- Hood scoops must appear like those used in the early '60s. No cowl-induction hoods, no snorkel scoops, no Pro Stock scoops.
- The body may not be altered from the stock shape. No chopping, no sectioning, no narrowing, no pinching, no stretching, no sloping of the nose, no quarter-panel moving or reshaping, no wheel tubs protruding outside the stock exterior body lines. Radiused rear wheel openings are allowed and altered-wheelbase cars may have relocated wheel openings.
- Firewall may not be set back more than 8 inches from the stock location.
- Must use steel floor pans from the firewall to the rear bumper. Floor pans must be welded to the rocker panels and firewall in the original locations.

CHASSIS

- The frame may not have round-tube main rails.
- May not have a lowered stance. A raised stance is encouraged.
- No center steering.
- May not use a roll cage design that includes the use of a Funny Car-type protective structure around the driver.

FRONT SUSPENSION

- May not use struts.
- May not be Mustang II style, including similar aftermarket A-arm conversions.
- May not use coilovers.

REAR SUSPENSION

- May not use a four-link unless it's the factory configuration for the year, make, and model.

STEERING

- Rack-and-pinion conversions are not allowed.

WHEELS AND TIRES

- Gasser class cars must use bias ply tires on the drag strip with a maximum designation of 29.5/10.5-15 that are no greater than 10.5 inches wide at the tread, as measured with a go/no-go gauge with the tire carrying the vehicle's weight and at 20 psi of tire pressure. Tire edges may not be shaved or cut to meet the 10.5-inch maximum.
- Wheels must be traditionally styled, no billet.
- Wheels may be no more than 16 inches in diameter.

ENGINE

- Must use American engine families from '68-and-earlier model years.
- Engines must be based upon cylinder-block architecture offered by an OE manufacturer for use in production-line passenger cars. Altered bore spacing is prohibited. Deck height is open.
- Billet engine blocks and cylinder heads prohibited.
- 555ci displacement limit.

- No EFI allowed. Carbureted or mechanical injection only.
- No power adders allowed.
- No aluminum cylinder blocks.
- Cast intake manifolds only. No fabricated sheet metal intakes.
- Cylinder heads must use the OE port configuration; no symmetrical-port or spread-port heads.
- Engines that were OE designed with inline valves may not use canted-valve heads.

DRIVETRAIN

- Lenco-type transmission prohibited.
- Manual transmissions with clutchless shifting prohibited.

275 RADIAL CATEGORY

Street Race is for cars with OE appearing bodies and stock style front frames using aftermarket performance parts. Cars in this class may not run an e.t. quicker than 8.50.

IMPORTANT: Street Race competitors posting an e.t. quicker than 8.50 at any time are subject to disqualification or reclassification to another category.

BODY

- Must use an all-steel OE body including doors, roof, and quarters. Fiberglass fenders, hood, and deck lid allowed. OE Corvette bodies are allowed.
- Hood scoops of any material are allowed.
- All side windows must be made of safety glass. Front and rear optic armor or equivalent allowed.
- An OE production grill, or an exact replica, for the body's year, make, and model will be used.
- Fiberglass reproduction or replica front and rear bumpers are allowed.
- Deck spoilers or wings allowed.
- Front air dams or splitters allowed.
- The body may not be altered from the stock shape. No chopping, no sectioning, no narrowing, no pinching, no stretching, no sloping of the nose, no relocating the front wheel openings, no quarter-panel moving or reshaping, no wheel tubs protruding outside the stock exterior body lines.
- Firewall must be in the stock location. Firewall may be smoothed and notched for distributor and valve- cover clearance.
- Must use steel floor pans from "B" pillar to the rear bumper. Floor pans must be welded to the rocker panels in the original locations.
- Widened or fabricated wheel tubs are allowed.

INTERIOR

- Must have driver and passenger seats and a finished interior. A headliner is optional.
- Must use a stock style dash structure, fiberglass factory appearing dash allowed.
- May have intercoolers or water tanks aft of the firewall.

CHASSIS

- Subframe connectors, tubular transmission crossmembers, and bolt-in tubular front crossmembers are allowed.
- Stock rear frame rails may be notched and boxed for tire clearance.
- May use a roll cage design that includes the use of a Funny Car-type protective structure around the driver.

- Engine may not be set back past the stock firewall location.

FRONT SUSPENSION

- The front suspension may use aftermarket components, but they must be commonly available from a recognized manufacturer. Variances may be allowed for homebuilt components if they are deemed by the race director to meet the spirit of the rules.
- Aftermarket front suspensions or front clips that replace the stock frame rails forward of the firewall are allowed.

REAR SUSPENSION

- Any type of rear suspension allowed.

STEERING

- Rack-and-pinion conversions are allowed.

WHEELS AND TIRES

- 275 Street Race cars must use tires on the drag strip that are no greater than 275/60-15 at the tread, as verified by the actual stamped tire size during tech, with the tire carrying the vehicle's weight and at 20 psi of tire pressure. Tire edges may not be shaved or cut to meet the 275/60-15 maximum.

ENGINE

- Engines must be based upon cylinder-block architecture offered by an OE manufacturer for use in production line passenger cars. Altered bore spacing is prohibited. Deck height is open.
- Billet engine blocks and cylinder heads prohibited.

DRIVETRAIN

- Any transmission permitted.

MINIMUM WEIGHT

- Race weight with no cargo must be no less than 2,800 pounds with driver.

Awards for this category:

- Overall winner of class
- 2nd Place in class
- 3rd Place in class

PRO DYO (DIAL YOUR OWN)

Racers are required to hand in one time slip per day between or dead-on 8.500 and 9.999. The winner will be the racer with the smallest spread of times throughout the week. For example, handing in slips of 9.501, 9.493, 9.525, 9.491 and 9.526 would be a spread of 0.035. In the event of a tie, the winner will be the racer with the quickest overall e.t. average for the week.

CHASSIS

- Must be teched quicker than 10.00.

Awards for this category:

- Overall winner of class
- 2nd Place in class

- 3rd Place in class

DYO (DIAL YOUR OWN)

Racers are required to hand in one time slip per day above or dead-on 10.000. The winner will be the racer with the smallest spread of times throughout the week. For example, handing in slips of 10.501, 10.493, 10.525, 10.491 and 10.526 would be a spread of 0.035. In the event of a tie, the winner will be the racer with the quickest overall average for the week.

Awards for this category:

- Overall winner of class
- 2nd Place in class
- 3rd Place in class