

MICKEY THOMPSON M/T

See America's **fastest 250 mph STREET LEGAL CARS!**

TUES-SAT MAY 5-9

TURN & BURN

presented by **Summit Motorsports Park** powered by **SICK**

Adult...\$30/Day; 3Day \$80; 5Day \$125
 Child 6-12: \$5/Day; Under 6: **FREE!**
 Race C/D*: \$300 (Limited 200 Entries w/wait list)
 5Day Trkside MH: w Elec \$225; w/o Elec \$175
 Open: 8am Daily! • Show: SMP Website for Daily Details
 Awards: Sat 6pm!
FREE Pit Access! FREE Parking!

A Unique Spin to 'Drag & Drive'!
 Racers Drive Outrageous Street Legal Race Cars
HUNDREDS OF MILES! Imagine pulling up
 at a stop light next to a 2,000 HP Streetcar!

8 RACE CLASSES:

- Unlimited!
- Unlimited Iron!
- Pro Mod Radial!
- Super Street Outlaw!
- Gasser! • 275 Radial!
- Pro DY0 • DY0!

FRIDAY FIREWORKS!

SummitMotorsportsPark.com/TB

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

Date: May 5th – 9th

Registration: Limited to 200 cars

TESTING/TECH

Tuesday, May 5 – Mickey Thompson Try & Buy Day

- 8:00 am to 9:00 pm – Ohio Peterbilt Gate Opens for Race Car Credential & Pit Parking
- 12:00 pm to 5:00 pm – NHRA Tech Inspection & Testing

Wednesday, May 6 – Mickey Thompson Try & Buy Day

- 8:00 am to 9:00 pm – Ohio Peterbilt Gate Opens for Race Car Credential & Pit Parking
- 12:00 pm to 5:00 pm – NHRA and Class Specific Tech Inspection & Testing
 - Class Tech is mandatory, racers must be in the Class Specific Tech line no later than 1:00 pm

RACING/TOURING

Thursday, May 7

- 8:00 am to 9:00 pm – Gate Open 24 hours
- 8:30 am to Mandatory Drivers Meeting
- 9:00 am to 2:00 pm – Racing
- 2:00 p.m. Destination: The Ohio State Reformatory in Manfield Ohio. You can tour the prison noted as one of the top haunted places in the US. It is also the filming location for the Shawshank Redemption. (Photo required – Special stop decals will be provided)
 - *Special decal received at the prison!*
- 6:30 p.m. – Summit Racing Equipment Meet & Greet (Photo required – Special stop decals will be provided)
 - *Racers can drive back to Summit Motorsports Park or stay in Akron close to the Derby Downs!*
 - Suggested route for Thursday:
 - <https://maps.app.goo.gl/KKoWFM4o8e3Pg6236>

Friday, May 8

- Gates Open 24 hours
- 8:00 am – Drive to Akron Derby Downs
 - *Each racer will run a soap box car down the famous hill to test their skill. (Photo required - Special stop decals will be provided)*
 - Leaving the Akron Derby Downs, the tour takes us past Goodyear HQ and race tire plant on our way back to Summit Motorsports Park
 - Suggested route for Friday to Summit Racing world HQ, then back to Summit Motorsports Park
 - <https://maps.app.goo.gl/tmLH8nhte21ggrSi6>
- 1:00 pm - 2:00 pm – Participant Lunch at Summit Motorsports Park provided by Mickey Thompson
- 3:00 pm to 9:00 pm – Racing
- 9:00 pm – Ice Cream Social / Live Music / Fireworks

Saturday, May 9

- Gates Open 24 hours
- 9:45 am – Track Walk – Racers and Spectators
- 11:00 am – Racing
- 12:00 pm - Stubby Bob revival with Mike Finnegan, Alex Taylor and friends
- 1:00 pm - Autograph session with our special guests at the M/T trailer.
- 2:30 pm – Morgan Evans vs. UNOH
- 3:00 pm - Big wheel race with special guests vs the next generation.
- 4:00pm – Morgan Evans vs. UNOH
- 6:00 pm – Awards

HOTEL INFORMATION

Please use the instructions/booking links provided. Host Hotels will be listed first. Alternate properties do not have negotiated rates or blocks set up but are in proximity to Host Hotel. *For your safety, and that of other racers and their property during the event, please do not post this information publicly. Also, we now know that some third-party services have been scooping up the room blocks for re-sale, so not posting this will help to secure the blocks and info.*

For any questions please e-mail: angela@sickthemagazine.com

MILAN, OH – Near Summit Motorsports Park

Holiday Inn Express Milan – 11313 Milan Rd, Milan OH 44848 – (567) 401-3501 - \$115+tax

[Holiday Inn Express Milan Booking Link](#) – **Block Expires: 4/25**

Country Inn & Suites by Radisson Sandusky South – 11600 US Hwy 250 N, Milan OH 44846 (567) 557-2008 – [Country Inn Booking Link](#) – **Block Expires: 4/21**

Hampton Inn Sandusky/Milan – 11608 US-250, Milan OH 44846 – (419) 499-8000 – No Block/Limited Availability – [Hampton Inn & Suites Sandusky/Milan](#)

AKRON, OH - Soap box @ All American Soapbox Derby

Hampton Inn Akron South – 880 Arlington Ridge E, Akron OH 44213 – (330) 644-6579 – No Block
[Hampton Inn Akron-South](#)

Residence Inn by Marriott Akron – 897 Arlington Ridge E, Akron OH 444312 – (330) 644-2111 – No Block – [Residence Inn by Marriott Akron](#)

Holiday Inn Express & Suites Akron – 898 Arlington Ridge E, Akron, OH 44312 – (330) 644-5600 – No Block, Limited availability – [Hotel in Akron, Ohio | Holiday Inn Express & Suites Akron Regional Airport Area](#)

COMPETITION RULES

Rev. 4/21/2026(JDM rev 4.16.26 8:30 am)/(KMB rev 4.20.26 9:00 am)/(BB3 rev 4.21.26 3:30pm)

VEHICLES RULES FOR ALL CATEGORIES

- Competitors may get their NHRA tech inspection safety and licensing, if required, completed early on Tuesday, May 5, or while going through inspection and registration on Wednesday, May 6. Competitors are required to sign in and get in the Class tech inspection line before 1:00 p.m. local time on Wednesday, May 6th. This is a firm cutoff time.
- The registration days, Tuesday May 5th and Wednesday May 6th, will include tech inspection for NHRA safety and licensing rules (www.nhraracer.com) and for compliance with event rules.
- During registration and tech, you must have a valid government issued driver's license, as well as the vehicle registration and proof of insurance for the car that will be racing. All documents must be current and in good standing. No exceptions.
- Each vehicle may only compete in one class. You must state your intended class when registering, and class changes are not allowed after the first day of racing.
- All entries must have current and legal vehicle registration and insurance with paperwork that matches the VIN and license plate on the car. No dealer or manufacturer plates are allowed.
- Vehicles in competition must have functional headlights, taillights, brake lights, turn signals, horn, and a rearview mirror. Headlights must be of OE-type design.
- Summit Motorsports Park follows the NHRA Rulebook closely. The rulebook can be found at www.nhraracer.com
- NHRA safety rules will be in effect for 1/4 mile. Please read, know and understand the NHRA safety rules applicable to your car at www.nhraracer.com. Note, production vehicles 2008 – 2014, and 2015 and newer, will follow the NHRA Street Legal rules for those year breaks. See <https://www.nhra.com/nhra-street-legal>
- Any racer intending to run elapsed times and speeds that require an NHRA license, per the guidelines in the NHRA rule book (www.nhraracer.com), must be qualified and must have obtained the required license by the sanctioning body prior to undergoing tech at the event
- Any car running 7.49 (1/4 mile) or Quicker or 180 miles-per-hour or faster will be required to run a head and neck restraint device/system meeting SFI 38.1 and must display a valid SFI label. As part of this rule, the following equipment is also required: 1) Head Sock, 2) Neck Collar, or 3) Skirted Helmet (Rev. 4/09/24)
- All vehicles with a ¼ mile e.t. of 9.99 or less are required to utilize a fluid containment system (either a diaper or fluid containment pan) while on the racetrack. Vehicles with a ¼ mile e.t. of 11.49 or quicker are strongly recommended to have a fluid containment system while on the racetrack.
- Racers are required to follow the rules set forth by Summit Motorsports Park and can be found at www.summitmotorsportpark.com under the Racers tab.
- Racers must be at least 16 years of age to race. If racers are at least 16 years of age, but under 18 years of age, their custodial parent/parents, or legal guardian/guardians, must be in attendance with them during onsite tech and registration, as well as for the duration of the event. Both the custodial parent or guardian and child will be required to appear in person during tech and registration in order to sign the releases and waivers onsite. If parents will not be in attendance, but instead a guardian is in attendance, the guardian and minor must present a notarized minor waiver signed by the parent/parents.
- The racers will race using a 0.400 Pro tree.
- Every competitor must complete each track day within the times specified by the Race Director in order to remain in competition. Runs will count when a competitor's car stages under its own

engine power. Entries that record a reaction time, but are unable to complete a full drag strip pass, will be given an e.t. of 20 seconds for the day.

- Time slips require a reaction time of 1.000 or less to be handed in without adjustment. Time slips with a reaction time over 1.000 may be handed in, with the amount over 1.000 to be added to the e.t. reaction time adjustments may not be used to hand in a slip with an e.t. under a tech limit, ie: a 1.100 reaction cannot make an 8.40 an 8.50 if you are only teched to 8.50. At the Race Director's discretion, a time slip with a reaction time greater than 1.000 may be handed in without adjustment if there are extenuating circumstances, such as an issue with the Christmas tree or an opponent.
- It is the competitors' responsibility to hand in their time slips to the specified Sick staffer each day before leaving the track. The location to turn in your slip will be announced at the mandatory driver's meeting. Once a slip is handed in, no other time slip will be honored that day. Note - The e.t. and mph on the time slip may not be quicker or faster than the car's tech speed. All vehicles must meet NHRA safety rules for the e.t. and speed they are capable of, and drivers must be NHRA licensed if required. Sick officials will not accept time slips that are quicker or faster than the car or driver's teched legal e.t. and mph. Running quicker than the safety equipment or driver's race license allows is cause for disqualification at the discretion of the Race Director.
- Each day's drive has at least one mandatory checkpoint. Each entrant is required to carry a smart phone to be used to photograph the car at each checkpoint. Each competitor's pictures will be checked each day as time slips are handed in to verify that participants have passed through all the required checkpoints.
- Event competitors may borrow or buy parts, tools, supplies, or fuel from each other and may help each other with manpower only on an impromptu basis.
- If an entry receives regular, daily assistance from any person who is not a registered passenger in that entry's car that person is considered illegal support and as such may disqualify the race entry.
- Each competition vehicle may tow a single-axle cargo trailer to carry tools, supplies, and spare parts. They may not contain any components that contribute to cooling, charging, oiling or fueling the competition vehicle while the trailer is being towed.
- No rental cars are allowed.
- Equipment rules apply to both the street and track portions of the event.
- All tire rules apply only on the drag strip and not for the street drive.
- All entries are required to use purpose-built drag-race drive tires on the track (front or rear), including slicks, DOT-approved slicks (examples: Mickey Thompson ET Street R) or drag radials (examples: Mickey Thompson ET Street Radial S/S or Pro). No conventional treaded street tires.
- It is the responsibility of the racer to know and comply with the rules; passing tech inspection does not constitute a right to remain in competition if rules violations are discovered later.

UNLIMITED CATEGORY

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

AWARDS: Overall Winner / 2nd Place / 3rd Place

UNLIMITED IRON CATEGORY

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

AWARDS: Overall Winner / 2nd Place / 3rd Place

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.

PRO MODIFIED RADIAL

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

AWARDS: Overall Winner / 2nd Place / 3rd Place

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 frameroils forward of the firewall. Aftermarket front-clip kits that replace the stock frameroils 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 frameroils.
- 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.

SUPER STREET OUTLAW CATEGORY

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

AWARDS: Overall Winner / 2nd Place / 3rd Place

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.

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.

AWARDS: Overall Winner / 2nd Place / 3rd Place

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.
- Hoodscoops 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.

AWARDS: Overall Winner / 2nd Place / 3rd Place

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.

PRO DYO (DIAL YOUR OWN)

Racers are required to finish with an average of 9.999 or below. Averages above 9.999 will be placed at the bottom of the results. 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.

AWARDS: Overall Winner / 2nd Place / 3rd Place

CHASSIS

- Must be teched quicker than 10.00.

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: Overall Winner / 2nd Place / 3rd Place