

Ultimate/Ultra 275 Street Rules – 2017 (updated 12/7/16 DRAFT)

1/8th mile Eliminator

BODY:

Fiberglass/Carbon body panels are limited to hood, rear deck lid, fenders, doors, **roof panels on 2005 and newer vehicles**, and bumpers. Cowl hoods may not be taller than half way point of the windshield. Forward facing scoops are prohibited on power adder combos unless factory installed or less than 5 inches from flat area of hood. Inlets for turbochargers and superchargers must not be exposed to ram air and pass a "line of sight inspection" from the front of the vehicle, I.E. they must be blocked off from a source of air this includes closing off factory holes/grills. Factory firewall must be in factory location, notching and smoothing permitted but must be identifiable as being in the factory location. Factory floor must remain under driver and passenger seat area, fwd of the rear door jamb. All front ends must be of factory dimensions and cannot be lengthened and must meet all NHRA/IHRA height. (See ground clearance note below). Race car lettering limited to windows, side of cowl hoods, side of hood scoops, and side of rear wings, rear quarters, and front chin spoilers, to maintain street type appearance.

GROUND CLEARANCE:

Minimum 3 inches from front of car to 12 inches behind centerline of front axle, 2 inches for remainder of car, except oil pan, oil retention device, and headers.

INTERIOR:

Aftermarket steering columns are allowed. Factory type dash accepted. Must have carpet.

ELECTRICAL:

Optical devices and magneto ignitions are prohibited. All entries must have operational head lights and tail lights.

ENGINE:

Aftermarket stock bore space blocks and cylinder heads are allowed. All entries must utilize a single carburetor cast intake manifold (see induction section below). Motor plates and solid mounts are allowed. Engine must be in stock location. Mufflers are required on all vehicles (except turbocharged combos). All SB power adder engines are limited to 440 cubic inches. SB N/A up to 480 cubic inch permitted with added 7 lbs. per cubic inch over 470 and BB N/A limited to 632 and BOP/BB Mopar power adder limited to 540. Any engine in question will be measured with a P&G gauge. A correction factor of 1.5% will be used. Competitors may be asked to remove a cylinder head for bore and stroke measurements should any discrepancies arise.

INDUCTION:

Small blocks and power adder Mopar/BOP may use a "Commercially available/mass produced 4150 or 4500 series cast intake only. The Cast Holley LS EFI ram intake is permitted on boosted combos. Small Block N/A may use cast tunnel ram/sheetmetal/dual carbs w/weight penalty (See*below) Mod motor permitted aftermarket ram or billet intake. **BB N/A permitted any single entry carb or efi intake.**

POWER ADDERS:

Nitrous limited to SB and BOP/Mopar BB entries - Progressive nitrous controllers are allowed. Entries must utilize a single stage nitrous plate with one nitrous, one fuel and one redundant purge solenoid. Cross bar plate on **BB Mopar/BOP** permitted #6 from bottle to solenoid. BB Mopar/BOP entry permitted single stage, single bar plate with #6 single line from bottle to solenoid. 8.2 deck SBF combos permitted single stage fogger. Single 10 or 15lb bottle on with a maximum #6 line size from bottle to solenoid. Foggers must be disconnected and all solenoids must be capped off. Cold Nitrous prohibited. Push systems prohibited. Nitrous plates using fogger nozzles prohibited. Purge line must clearly exit the hood/cowl or body in a fashion to not allow purged nitrous to enter the engine when racing.

Turbocharged (mid frame turbo only see list below) and supercharged (must be unmodified from manufacturer) entries are limited to stock valve angle SB combos only. (SB CHEVY 23 DEGREE - SB FORD 20 DEGREE – 18 DEGREE MOPAR - FACTORY HEADED SMALL BLOCK FORD MOD MOTOR - LS CHEVY 15 DEGREE - GEN III Hemi SBM - TFS-R Head - Stock Z06 LS 12 degree Casting for Corvette)

** NOTE: SB Chevy 23 degree RR - SB Ford 20 degree - (SR20 –FT1 or T1RI or equivalent) with boosted combo +50 lbs. **Aftermarket LS 12/13 degree with boosted combo +75 lbs.**

FUEL:

Pump gas, E85, M1, Q16, and C12/16/23/45 NO2 or equivalent racing fuel. M5 Prohibited

TRANSMISSION:

Any OEM style automatic or OEM manual transmission is allowed with power adder. Clutch assisted/clutch-less manual transmission allowed on N/A. Manual transmissions must utilize SFI approved bell housing.

REAR SUSPENSION:

Stock type rear suspension or ladder bar only. Coil over shocks are allowed. Anti-roll allowed. Aftermarket replacement control arms are allowed. Stock frame rails must be in factory location, notching permitted. Corvette permitted any type of transverse leaf spring rear suspension. Wheelie bars are prohibited on all cars. Late model GTO permitted torque arm or ladder bar w/ additional weight (see below)

FRONT SUSPENSION:

Factory type front suspension only. Coil over shocks are allowed. 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 sheetmetal attachment.**

WHEELS/TIRES:

POWER ADDER LEGAL TIRES:

MT 3553 255/60-15 ET Street R

MT 3453 275/60-15 ET Street S/S

MT 3052 26 x 8.5-15 ET Drag

MT 3052R 26 x 8.5R-15 ET

MT3559 275/60 ET Street R +50 lbs.

H17317 P275/60-15 Hoosier DOT Drag Radial +50 lbs.

H17314DR2 P235/60-15 Hoosier Radial

N/A LEGAL TIRES:

MT 3754X 275/60-15 Radial Pro

MT 3055S 28 x 10.5-Stiff Wall Bias Ply Slick

MT 3055 28 x 10.5 Standard Bias Ply Slick

H181150D06 28.0/10.0-15 Standard Bias Ply Slick

H18155C07 28.0/10.5-15 Stiff Wall Bias Ply Slick

Any of the listed POWER ADDER LEGAL TIRES

NITROUS WEIGHTS:

AMC – 3000

Inline non-stock valve angle head – 3075 chg.

Mopar BB conventional B1 head/BOP combo – 3075

Any canted valve head – 3100

Any non-raised runner 23 degree combo – 2950

Any raised runner 23 degree combo - 3050

Blue Thunder Cylinder Heads 4.3 /SC1 - 3100 and 3.6 - 3075

C3/C302B/C302/Yates style -3000

Any 20 degree ford – 3000

Any 20 degree high port SR20 –FT1 or T1RI or equivalent - 3050

TFS-R Ford - 2950

SUPERCHARGER WEIGHTS:

F1A - 91 series - 3050 (-94 series add 150 lbs.)

F1C- 91 series – 3100

YSI – 3000 (deduct 50 for cast wheel) chg.

4.0L - NHRA SS COPO - 3300 (must have run NHRA SS to be legal)

TURBO WEIGHTS:

T-76 – 3000

N/A WEIGHTS: TBD

N/A Inline head up to 440 – 2550

N/A Non-Inline head – 2600

N/A Buick/Olds/Pontiac/Mopar – 2850

N/A (big block with 9.8 standard deck height and conventional head) 2850 lbs. (add 2.5 lbs. per cu in over 589) chg.

N/A (big block Ford with standard deck height and conventional head) 2850 lbs. over 589 add 100 lbs. chg.

N/A (big block with tall deck height and conventional head) 2900 lbs. over 589 add 100 lbs. chg.

N/A (big block with 9.8 standard height and big chief head) 2925 lbs. (add 2.5 lbs. per cu in over 589) chg.

N/A (big block with tall deck height and big chief head) 2950 lbs. over 589 add 100 lbs. chg.

N/A (big block Ford with standard deck height and non-conventional head) 2950 lbs. over 589 add 100 lbs. chg.

N/A (big block GM with Symmetrical port/non-conventional head) 3000 lbs. over 589 add 100 lbs. chg.

N/A (big block Ford with Pro Stock/Symmetrical type cylinder heads) 3050 lbs. over 589 add 100 lbs. chg.

GENERAL:

- No Billet cylinder heads/blocks

- No Billet wheels on any turbo combo

- No Reducers on turbo or supercharged combo

- Alcohol/E85 legal (meth injection legal on non-intercooled combo only)

- All turbochargers (mid frame GT47 or S400 chassis only) must be as manufactured from factory with cast wheel(GT47-76/S400)

- Cast compressor inducer cannot exceed 76.6mm and the compressor exducer cannot exceed 116 mm

- 76.5 mm compressor wheels must be "as-cast"

- Turbine wheel must not exceed 96.2 mm x 88.3 mm

- All turbochargers and blowers will have the compressor cover removed for tech inspection
- No muffler required on turbo entry, required on all other combos
- No bull horns - front exit exhaust permitted but must not effect timing equipment
- Gear driven supercharger allowed
- Belt driven supercharger deduct 50 lbs.
- Boosted GEN III Hemi SBM add 50 lbs.
- Non Intercooled boosted combos deduct 50 lbs. on gas (add 50 lbs. boosted combo on M1) chg.
- Late model GTO permitted ladder bar or torque arm add 50 lbs.
- Cast Tunnel Ram/Sheetmetal/Dual Carbs on SB N/A add 50 lbs. - Single 4150 carb/throttle body used with 4150 intake manifold and 4150 plate system deduct 50lbs (N/A or NOS only)
- N/A may deduct 150 lbs. if using M/T 3453 tire (except Pro Stock type cylinder head)
- N/A BBC and BBF deduct 25 lbs. for NO forward facing scoop
- V6 - I4 - I6 entries deduct 200 lbs. deduct 100 lbs. if using NOS with Turbo on I4 and I6
- 8.2 deck nitrous combo deduct 150 lbs.
- Single entry 1 nos/1 fuel or single nos (dry system) plate deduct 50 lbs.
- 4 NOS Jet dry plates add 50 lbs.
- 2 NOS Jet dry plate not eligible for single entry plate deduction
- COPO permitted aluminum block
- IRS deduct 50 lbs.
- any SMALL BLOCK COMBO 441 to 465 ci add 2 lbs. per cubic inch over 440. Blown/BOOSTED combos NOT permitted over 440 ci

Accepted Products:

Accepted products deadline for Ultra Street/X275 Motorsports; Requests from manufacturers to have new products considered for addition to the 2017 season should be submitted before December 23, 2016 for the 2016 season. After this date, Ultra Street/X275 Motorsports will not consider manufacturer requests for new products for the 2017 season. Tech director reserves the right to adjust rules at any time for parity.