



**2018 Strange Engineering Outlaw Street Car Shootout
Series and Event Schedule, Rules, Entry Fees and Payouts**

Tentative 12-16-17

2018 Racing Schedule

Saturday April 7th 2018(NO Outlaw 10.5)

Saturday May 5th 2018

Friday June 1st & Saturday June 2nd 2018 with PRO MOD

Friday & Saturday July 6th -7th 2018 with PRO MOD

Friday & Saturday August 3rd -4th 2018 with PRO MOD

Wed..-Sun. Aug. 29th – Sept. 2nd 2018(YELLOWBULLET.COM Nationals)

Friday & Saturday October 5th -6th 2018 with PRO MOD

Saturday November 3rd 2018(Sportsman Classes Only)

Pro testing Friday before each event 10am-5pm

Event Schedule for April, May and November

Gates Open 9am Friday and 8am Saturday

Friday Pro Testing 10am-5pm

Saturday Sportsman Qualifying begins at 10am

Two qualifying runs per class. Eliminations follow Q-2

Pro Qualifying at 12:00 & 2:30

Pro Eliminations 5:30, 7:00, 8:30 & 10:00

Event Schedule for June, July, August & October

Gates open 9am Friday and 8am Saturday

Friday Pro Testing 10am-5pm

Pro Qualifying run #1 at 7pm

Pro Qualifying Run #2 at 9pm

Saturday

Sportsman Qualifying run #1 at 10am

Pro Qualifying run #3 at 11:30am

Sportsman Qualifying run #2 to follow Pro Q-2

ALL Eliminations follow Sportsman Q-2

Pro Run Order:

8.50 Index
Top Sportsman
Pro Mod
Outlaw 10.5
X275
Ultra Street

Sportsman Run Order:

Super Street
Pro Street
11.50 Index
10.00 Index
Pro Dial

Entry Fees:

Outlaw 10.5.....\$250(includes \$50 for 10.5 World Championship)
Top Sportsman.....\$150
Pro Mod....\$200
X275.....\$100
Ultra Street.....\$100
Super Street.....\$50
Pro Street.....\$50
8.50 Index.....\$100
11.50 Index.....\$55
10.00 Index.....\$55
Pro Dial.....\$55

Crew and Spectator admission fees:

Friday \$15 per person
Saturday \$20 per person
2 day Crew and Spectator \$30 per person

Event Payout:

Outlaw 10.5-Winner \$5,000/Runner-up \$1,200/ Semis \$500/ ¼ Finals \$125
Top Sportsman-Winner \$1,250/Runner-up \$500/ Semis \$250(based on 16 cars)
Pro Mod- Winner \$5000, Runner Up \$1200, Semis \$500 ¼ Finals \$125
X275-Winner \$1,250/ Runner-up \$400/ Semis \$200/ ¼ Finals \$100
Ultra Street-Winner \$1,000/ Runner-up \$400/ Semis \$200/ ¼ finals \$100
Super Street-Winner \$500/ Runner-up \$250/ Semis \$125/ ¼ Finals_(32+cars) \$50
Pro Street-Winner \$500/ Runner-up \$250/ Semis \$125/ ¼ Finals_(32+cars) \$50
8.50 Index-Winner \$1,250/ Runner-up \$550/ Semis \$200/ ¼ Finals_(16+cars) \$75
10.00 Index - Winner \$500/ Runner-up \$250/ Semis \$125/ ¼ Finals \$50
11.50 Index - Winner \$450/ Runner-up \$150/ Semis \$100
Pro Dial - Winner \$500/ Runner-up \$250/ Semis \$125/ ¼ Finals \$50

Elimination Points for ALL Classes:

EVERYONE WILL ACCUMULATE POINTS

10 Points to enter event
20 Points for Each Round Win
10 Points for Each Round Loss

Qualifying Position Points for Pro Classes:

#1 = 8 points, #2 = 7 points, #3 = 6 points, #4 = 5 points,
#5 = 4 points, #6 = 3 points, #7 = 2 points, #8 & up = 1 point

Pro Mod- 1/8th mile heads up, .400 pro tree, Pro Ladder, 16 car qualified field provided there is 14+ cars

Nitrous cars 2,375lbs

Blower cars 2,550lbs Max engine size 527ci and 14-71 hi helix or smaller at maximum 30% overdrive. 20% or less overdrive deduct 50lbs.

Turbo cars 2,600lbs Max engine size 540ci. with twin 88s. Add 50lbs for larger turbos. Deduct 150lbs for single turbo and deduct 300lbs for stock bore space small block less than 460ci. Maximum size single turbo 120mm.

Procharger 2550lbs maximum engine size 550ci

Screw Blower 2550lbs maximum overdrive 93%. Add 100lbs for over 93% maximum over drive is 115%

Outlaw 10.5 – 1/8th mile racing, 16 car qualified field provided there is 14+ cars, Pro Ladder

1. 400 Pro Tree, Heads up Racing
2. Engine: Single Power Adders ONLY
 - A. Naturally Aspirated- NO SIZE LIMIT & NO MINIMUM WEIGHT
 - B. Nitrous
 - Small Block stock bore spacing NO MINIMUM WEIGHT
 - Small Block non-stock bore spacing 2150lbs(deduct 100lbs for less than 550 CI)
 - Big Block 4.84 & 4.90 bore spacing 2150lbs(deduct 100lbs for less than 550CI)
 - Big Block 5.00 bore spacing 2550lbs, 5.200 bore space 2600lbs
 - Big Block 5.30 bore spacing 2650lbs, Max Engine Size 1,000 CID
 - C. Turbo Charged & Super Charged
 - Single Turbo Small Block 2500lbs, Big Block 2700lbs
 - Twin Turbo 91mm-94mm Small Block 2650lbs, Big Blocks 3000lbs
 - Twin Turbo 88mm & smaller small block 2550lbs, Big Blocks 2900lbs
 - Turbo Charged Big Block less than 550ci utilizing a stock bore space block deduct 100lbs
 - Centrifugal Superchargers Small Block 2500lbs, Big Block 2700lbs(deduct 100lbs for stock bore space less than 550CI)
 - Twin Centrifugal Superchargers Small Block 2700lbs, Big Block 3000lbs(deduct 100lbs for stock bore space less than 550CI)
 - Roots Supercharger Small Block 2500lbs, Big Block 2700lbs
 - Screw Supercharger maximum engine size 540CI, maximum overdrive 122% “C” rotor 3000lbs, maximum overdrive 125% “D” rotor 2850lbs
 - Turbo Charged or Supercharged with conventional(non-hemi) heads deduct 100lbs
 - 4 & 6 cylinder alcohol & intercooler permitted. 350ci and smaller no minimum weight, 351-499ci will be required to run at small block weights, 500-670ci will be required to run at big block weights
 - Maximum engine size on all turbo charged entries is 670CI
 - Any turbo charged or supercharged combination utilizing a big block with bore spacing larger than 5.00 & non-stock bore space small blocks add 100 lbs to above weights
3. Mufflers mandatory, inserts are not considered mufflers, turbo charged entries DO NOT NEED MUFFLERS. Zoomies permitted but the type of zoomie must be approved prior to use. Maximum tubing size for zoomies is 2-5/8”.
4. Back half type cars only. Front frame to be original OEM & must be fully intact from the firewall to 4” forward of the front spindle. ADD 75lbs for missing all or part of factory front frame as previously described. Minor notching of front frame allowed for header and steering clearance only. If notching cuts through the original material it must be filled in. Any notching of OEM front frame must be approved prior to being performed. Any notched frame that has competed at Cecil County Dragway prior to 1/1/16 is considered approved but any further notching

will need approval prior to being performed. Major notching of front frame add 25lbs. Factory front frame must be connected to k-member or lower suspension component by either welding or bolting. Double round tube frame rails from firewall forward **ADD 100lbs.** If utilizing 1990 or older factory a-arms deduct 50 lbs.

5. All entries must have been a factory production type vehicle. Must be street appearing, have stock appearing dash & working lights. One piece front ends permitted provided it retains stock appearance and OEM width dimensions at the wheel openings. Fiberglass/carbon fiber body parts are limited to hood, fenders, doors, deck lid, roof skin & bumpers unless car is composite from factory. Quarter panels and Rocker panels must be made of original factory material. Any changes or alterations in body lines including front ends, **MUST BE APPROVED** prior to modification. **UNAPPROVED** body modifications that may have a performance advantage at race directors sole discretion will be subject to a 25lb weight penalty per infraction. All bodies must retain OEM width dimensions at wheel openings. Front door jams must be in stock location. Front to rear door opening must be factory dimension. Pro Mod and Pro Stock bodies are **NOT PERMITTED**.
6. Alcohol permitted on non-intercooled cars only, alcohol and intercooler permitted on 4 & 6 cylinder cars. Forced Induction cars utilizing racing gas deduct 100lbs. Nitro-methane prohibited.
7. NHRA Pro ladder and safety tech.
8. Minimum Ground clearance of 3" from front of nose to 12" behind the front spindle.
9. Towing allowed but you must stop at scales.
10. Deep staging allowed, but starter will not wait for racer to get deep. Auto-start will be on at ALL times. Once both vehicles are pre-staged either side stage light will activate a 7 second auto-start. Once your competitor stages you will have 7 seconds to stage. If you fail to stage within that time the tree will automatically activate and you will be disqualified. Disqualifications will be based on a first or worse basis in accordance with the NHRA rule book. Controversial decisions not covered by the NHRA rule book will be determined by the race director.
11. Head & Neck restraint **MANDATORY**.
12. Lower engine containment device **MANDATORY**.
13. Maximum front overhang 45" measured from the centerline of the front spindles.
14. NHRA chassis certification mandatory.
15. 33x10.5w bias or radial and 315 pro radial permitted
16. Wheelbase must be within 2" of factory dimension. Maximum front end stagger of 2". Wheelbase will be measured from centerline of front spindles to centerline of rear axle. Any vehicle that is over the 2" tolerance but less than 4" **ADD 25lbs.** Any vehicle that measures more than 4" from factory will not be allowed to compete.
17. Firewall must be within 2" of stock location. Engine must remain in front of firewall. Firewall cannot be modified for engine placement. Firewall will be measured from front spindles to any point from cowl to bottom of firewall and from outside of factory frame rail to outside of factory frame rail. Modifications

- (i.e. Sloping, slanting, etc) outside of the factory frame rails permitted. Any vehicle that is over the 2" tolerance but less than 4" ADD 25lbs. Any vehicle that measures more than 4" from factory will not be allowed to compete.
18. Air bottles on N/A, Supercharged and Turbo Charged vehicles are to be filled with CO2 only. The use of nitrous oxide in place of CO2 is PROHIBITED.
 19. All fuels used are to be unmodified fuel as produced by the original manufacturer and must be commercially available. The use of fuel additives is PROHIBITED. All entries are subject to fuel check ay any time.
 20. The use of specially produced "one off" parts that are not commercially available and are deemed, by race director, to have a performance advantage is PROHIBITED.
 21. Maximum penalty for a combination of wheelbase, firewall, front frame and body infractions will be 150lbs.
 22. RULES ARE SUBJECT TO CHANGE AT ANY TIME WITH OUT NOTICE IN ORDER TO KEEP PARITY IN THE CLASS

Top Sportsman- 1/8th mile race, all run field up to 32 cars.

All other rules will be per the NHRA rules for the class. Minimum ET 5.49 seconds.

X275- 1/8th mile race, 16 car field provided there are 14+ cars, 28+ cars will run 32 car field.

All other X275 rules as published by John Sears.

Ultra Street- 1/8th mile race, 16 car field, 28+ cars will run 32 car field.

All other Ultra Street rules as published by John Sears.

8.50 Index- 1/4 mile race, All run field up to 32 cars

1. 400 Pro tree heads up start with 7 second auto start.
2. NHRA Pro ladder.
3. Deep staging allowed, but auto-start will be on at all times. Courtesy staging advised.
4. Minimum weight 2800lbs. Cars will be randomly selected for weight check.
5. Full bodied street appearing cars only. No roadsters, altereds or dragsters allowed.
6. Lettering on windows permitted. Lettering on car must be approved before competition.

7. Full round and square tube chassis prohibited.
8. Stock style front suspension mandatory, bolt on aftermarket parts permitted.
9. Trans brake & two step permitted.
10. Throttle stops/controllers, delay boxes/devices PROHIBITED.
11. After market automatic shifters or shifting devices PROHIBITED. Car must either be shifted by driver or must be a function of OEM stock equipment.
12. Mufflers mandatory on all vehicles except turbo charged vehicles, inserts are not mufflers.
13. Car & Driver must meet NHRA & track safety rules.
14. Gasoline, E85 and alcohol permitted. Nitro-methane prohibited.
15. Maximum tire size of 33x10.5w bias or 315 drag radial.

Pro Dial-all run field

1. 500 pro tree, dial your car, ¼ mile ET racing.
2. Full bodied street appearing cars only.
3. Mufflers mandatory except on turbo charged entries, inserts are not mufflers.
4. Throttle stops/controllers, delay boxes/devices PROHIBITED.
5. After market automatic shifters or shifting devices PROHIBITED. Car must either be shifted by driver or must be a function of OEM stock equipment.
6. Trans brake & two step permitted.
7. Deep staging allowed, but auto-start will be on at all times. Courtesy staging advised.
8. The bye car for first round will be the #1 qualifier, all other rounds the car with the best non-red reaction time will be pulled for the bye.

10.00 & 11.50 Index- ¼ mile racing, All run field up to 32 cars

1. 500 Pro tree heads up start with 7 second auto start.
2. Full bodied street appearing cars only.
3. Finished interiors with either a full front bench seat or 2 front bucket seats mandatory.
4. Mufflers mandatory except on turbo charged entries, inserts are not mufflers.
5. DOT tire maximum size 30x13.5, Maximum size 315 drag radial or slicks maximum size of 29.5x10.5(non "w")
6. Gasoline, E85 & alcohol permitted. Nitro-methane prohibited.
7. Stock frame and back half cars permitted. Full round or square tube chassis prohibited. Aftermarket tubular bolt on front clips permitted.
8. Tubbed cars permitted.
9. Throttle stops/controllers, delay boxes/devices PROHIBITED.
10. After market automatic shifters or shifting devices PROHIBITED. Car must either be shifted by driver or must be a function of OEM stock equipment.
11. any type power adder permitted
12. NHRA Pro ladder.
13. Deep staging allowed, but auto-start will be on at all times. Courtesy staging advised.
14. Wheelie bars prohibited.

Super Street- ¼ mile racing, all run field

1. 500 full tree, dial your car ¼ mile ET race.
2. Mini tubs permitted, Full tubs prohibited.
3. DOT tires only, slicks prohibited.
4. Any power adder permitted.
5. Mufflers mandatory on all cars except turbo charged cars, inserts are not mufflers.
6. Throttle stops/controllers, delay boxes/devices PROHIBITED.
7. After market automatic shifters or shifting devices PROHIBITED. Car must either be shifted by driver or must be a function of OEM stock equipment.
8. Car and Driver must meet NHRA & Track safety rules.
9. Deep staging allowed, but auto-start will be on at all times. Courtesy staging advised.
10. Street legal cars only.
11. The bye car for first round will be the #1 qualifier, all other rounds the car with the best non-red reaction time will be pulled for the bye.

Pro Street- ¼ mile racing, all run field

1. 500 full tree, ¼ mile, dial your car ET race.
2. Tubbed cars allowed.
3. DOT tires & slicks permitted.
4. Any power adder permitted.
5. Mufflers mandatory on all cars except turbo charged cars, inserts are not mufflers.
6. Throttle stops/controllers, delay boxes/devices PROHIBITED.
7. After market automatic shifters or shifting devices PROHIBITED. Car must either be shifted by driver or must be a function of OEM stock equipment.
8. Car and Driver must meet NHRA & Track safety rules.
9. Deep staging allowed, but auto-start will be on at all times. Courtesy staging advised.
10. Street legal cars only.
11. The bye car for first round will be the #1 qualifier, all other rounds the car with the best non-red reaction time will be pulled for the bye

Miscellaneous

Lane Choice:

- **Heads up classes**
- 1st round the lower qualified car will have lane choice
- 2nd through final round the quicker car from the previous round will have lane choice

- Index classes

- 1st round the lower qualified car will have lane choice
- 2nd through final round the car that ran closest to the index without running under the index in the previous round will have lane choice

- Bracket/ET classes

- The car pulled for the possible bye will always have lane choice
- During most rounds of competition cars will be called to two staging lanes. The odd number lanes are left lane, while even number lanes are right lane. In situations where both competitors desire the same lane, the quickest car from the previous round will have lane choice

- Lane changes

- Once one competitor has performed the burnout, both competitors are committed to the lane they are in and will not be allowed to change lanes for any reason

Burnout/Staging

- All classes during qualifying and eliminations. Once you have entered the burnout box it is considered a run. If you break after crossing into the burnout box you will not get to make up the run
- Once you have been called or directed to the burnout box by staging personnel and your car either fails to start or fails to enter the burnout box under its own power you will have 60 seconds to report to the burnout box. If you fail to get fired and or report to the burnout box in the 60 second period it will be considered a run and you will not be allowed to make up the run. Staging lane personnel decision will be final on these situations
- Courtesy staging recommended but not enforced.

Scales/ Post run weight check

- Failure to cross scales due to wreckage, engine or drive train failure or the like will not be grounds for disqualification.
- If a driver inadvertently does not report to scales after a run, the race director at its sole discretion may either waive the requirement for weight check for that run, require car and driver to immediately report to scales for weight check or disqualify the run.

Multiple entries and minimum qualifying runs

- Competitors racing in Pro Street, Super Street, Pro Dial, 10.00 Index and 11.50 Index are allowed to enter multiple classes. Multiple entries are prohibited for competitors racing in any other class.

- In order to run in any class that is a qualified or laddered field you must make at least one qualifying attempt in that class. In order to run in an all run class a qualifying run is not required.

Protest Procedure

- All protests must be done in writing to the proper official. The protest must contain the class, car number and driver name of the vehicle being protested. The protest must also include a description of what the car or driver is being protested for. Protest fees must accompany the written protest and be paid in cash. Event officials may enter a protest at any time at no cost.
- If protested party is found to be in compliance with the requirements, the protest fee will be forfeited to the protested party.
- If the protested party is found to be in non-compliance of the requirements, the protest fee will be refunded to the protesting party.
- Refusal to submit to an inspection or protest will be considered a non-compliant situation and will be subject to actions as described below.
- Inspection of protested vehicles or drivers and outcomes related thereto are not limited to the subject matter of the protest.
- Non-compliant parties are subject to action as the event official may impose, including but not limited to, disqualification, fines, suspension and/or revocation of competition privileges.
- Protest fees are as follows:
 - Cubic inch check without head removal \$500
 - Cubic inch check with head removal \$1000
 - Check for illegal electronic devices \$500
 - Check for dual power adders (i.e. illegal use of nitrous oxide) \$1000
 - Overdrive and turbo charger size check \$500
 - Protest fees for other situations will be determined by event official