

ULTRA STREET SHOOTOUT CLASS RULES & REGULATIONS

2026 Rules Set – **As of 05/20/2026 Ver 14.0**

CLASS OVERVIEW

Ultra Street is a heads-up small tire class designed for American production vehicles. Small block and big block engines are allowed the use of a single power adder which is restricted in size to maintain class parity. Cross breeding of an engine to a different make/manufacture body is permitted.

Note: This set of class rules is presented to all competitors under the assumption that any modifications not specifically written within these rules shall be deemed illegal, unless the competitor has the expressed written consent from the Event Tech Director. All changes made during this season are highlighted in red.

RACING FORMAT

This class will be a 32 car heads-up field, 1/8 mile, NHRA Pro Style Ladder on a .400 Pro Tree. Duck X Productions and/or Radial Outlaw racing rules and regulations will be followed.

ENGINE POWER ADDER BASE CID – (WEIGHT)

V6 Combo with M1 w/RAM AIR .250 surge Billet 76x116 compressor 96.5x88.5 turbine, **(any intake permitted)** ~~3025~~ **2975** lbs.

Inline 6 combo from rules. (Diesel combos wanting to run) TBD

Inline 6 2JZ combo 76 mm spec ultra-street spec turbo/.052 jet/cast head & block - 3000

- Small Block (AMC) Nitrous 465 – (2750)
- Small Block Nitrous 465 – Non-RR 23* Head/LS Cathedral Port/20* high port 2600 (max .048)
- Small Block Nitrous 465 – RR Head/LS & SBF 15/11* Square Port 2625 (max .048)
- Small Block Nitrous 465 – Inline non SVA 2700 (2750 symmetrical port BD head) max .048
- Small Block Nitrous 465 – Non-Inline/Canted (2750 max weight) (BF202 head 2700) max .048

-25 lbs. SB/Hemi/Mod TURBO COMBINATION E85/M1-REQUIRED .180 Surge Slot

+75 lbs. SB TURBO COMBINATIONS E85/M1-REQUIRED .250 Surge Slot

+100 lbs. Hemi/Mod TURBO COMBINATIONS E85/M1-REQUIRED .250 Surge Slot

- Small Block 76mm Turbo (Cast) 366 - 440 gas – (3025) (+25 E85)
- Small Block 76mm Turbo (Cast) Mod Motor/sub 365 gas – (3000) (+25 E85)
- Small Block 76mm Turbo (Cast) 366 – 440 M1 (3075)
- Small Block 76mm Turbo (Cast) Mod Motor/Sub 365 M1 (3050)
- Small Block 76 mm turbo (Billet) 366 – 440 gas – (3100)
- Small Block 76 mm turbo (Billet) Mod Motor/sub 365 gas – (3100)
- Small Block 76 mm turbo (Billet) 366 – 440 E85/M1 - 3150 (-25 8.2 deck)
- Small Block 76 mm (Billet) Mod Motor E85/M1 – 3150
- Small Block 76 mm (Billet) Gen III HEMI with single OE coil M1 – ~~3225~~ **3260**

- Small Block Supercharged 91 series 366 - 440 - Gas – 2825
- Small Block Supercharged 91 series Mod Motor/sub 365 – 2775 Gas
- Small Block Supercharged 91 series 366 - 440 – E85 – 2850
- Small Block Supercharged 91 series Mod Motor/sub 365 – 2800 E85
- Small Block Supercharged 91 series 366 - 440 – M1 – 2900
- Small Block Supercharged 91 series Mod Motor/sub 365 – 2850 M1

- Small Block Vortech S/C 94 series 366 - 440 - Gas – 2825
- Small Block Vortech S/C 94 series Mod Motor/sub 365 – 2750 Gas
- Small Block Vortech S/C 94 series 366 - 440 – E85 – 2875
- Small Block Vortech S/C 94 series Mod Motor/sub 365 – 2825 E85
- Small Block Vortech S/C 94 series 366 - 440 – M1– 2900
- Small Block Vortech S/C 94 series Mod Motor/sub 365 – 2875 M1

- Small Block Supercharged 94 series 440 – Gas – 2900
- Small Block Supercharged 94 series Mod Motor/sub 365 – 2850 Gas
- Small Block Supercharged 94 series 440 – 2975 E85
- Small Block Supercharged 94 series Mod Motor/sub 365 – 2900 E85
- Small Block Supercharged 94 series 440 – (M1) – 3000
- Small Block Supercharged 94 series Mod Motor/sub 365 2925 M1
- Small Block Supercharged 94 series Godzilla 440 – 3075 M1

- Small Block Supercharged 102 series 440 – Gas – 3025
- Small Block Supercharged 102 series Mod Motor/sub 365 – 2975 Gas
- Small Block Supercharged 102 series 440 – 3100 E85
- Small Block Supercharged 102 series Mod Motor/sub 365 – 3025 E85
- Small Block Supercharged 102 series 440 – (M1) – 3125
- Small Block Supercharged 102 series Mod Motor/sub 365 3050 M1
- Small Block Supercharged 102 series Godzilla 440 – 3200 M1

- Small Block Vortech S/C 102 series 366 - 440 - Gas – 2925
- Small Block Vortech S/C 102 series Mod Motor/sub 365 – 2850 Gas
- Small Block Vortech S/C 102 series 366 - 440 – E85 – 2975
- Small Block Vortech S/C 102 series Mod Motor/sub 365 – 2925 E85
- Small Block Vortech S/C 102 series 366 - 440 – M1– 3000
- Small Block Vortech S/C 102 series Mod Motor/sub 365 – 2975 M1

- Small Block Supercharged Magnusson 2650 Roots – 3150

- Small Block/Mod Motor/Gen III/Coyote Supercharged 3.8L Whipple 3125 no other adds or deducts (+50 M1)
- Small Block/Mod Motor/Gen III/Coyote Supercharged 3.0L Whipple 3075 no other adds or deducts (+50 M1)

TOP/Kraken/Wizard of NOS Port Style Plates prohibited

- Big Block Nitrous Conv Head 588 Carb or EFI/.136 single jet plate or fogger .048 – (3050)
- Big Block Nitrous Conv Head 588 Carb or EFI/.136 single jet plate or fogger .048 w/ 20* head - (3100)
- Buick, Olds, Pontiac, Mopar Nitrous 588 – (2925 w/.054 jet) (Mopar -50 lbs.)(deduct 50 lbs. with .048 jet) (add 50 lbs for Warpath 6 head)

NOTE:

- Maximum CID for all small block Boosted entries is 440 inches.
- Maximum CID for all small block Nitrous entries is 465 inches

- Maximum CID for big block Nitrous entries is 588 inches. (Deduct 75 lbs. for 540 and under)
- Maximum CID for Buick, Olds, Pontiac, Mopar Nitrous combinations is 588 inches.
- Buick, Olds, Pontiac, Mopar combinations are permitted Blower/Boosted applications. Blower combo will be 440 cu in with blow thru, belt, and E85 (3200 lbs)
- 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.
- All weights will be rounded down to the nearest 5lb. increment.

WEIGHT ADDITIONS/DEDUCTIONS

- For Cylinder Head adder and deducts refer to the Cylinder Head section. – — For Tire adder and deducts refer to the Tire Section.
- Add 25lbs for any boosted combo with billet upper/cast lower intake manifold (applies to billet elbow with larger than 4500 exit as well)
- SB LS square port 12deg and 15deg +25lbs boosted combo
- Add 50lbs for Centrifugal Boosted GEN III Hemi SBM.
- Add 50lbs boosted combo on M1 not specifically called out in combo weights.
- Deduct 75 lbs. for Mod/Coyote up to 330ci
- Deduct 75 lbs. for standard PTE Cast wheel turbo
- Deduct 25lbs for leaf spring rear suspension on BOP & Mopar
- Deduct 50 lbs. for pre-1965 body style and any A & B Body
- Deduct 50lbs for Cogged Belt driven centrifugal supercharger
- Deduct 50lbs for Non Intercooled boosted combos on gas
- Deduct 50lbs. for Single 4150 carb (SB NOS)
- Deduct 25 lbs for 4500 series carb on (SB NOS)
- Deduct 50lbs for SB any class legal plate or BOP/Mopar Single entry nitrous plate system (1 nitrous / 1 fuel)
- Deduct 25 lbs. for any turbo combination with 8.2 deck (unless called out specifically in rules)
- Deduct 75 lbs. for any centrifugal supercharged combination with 8.2 deck (unless called out specifically in rules) (F1A-91 F1A-94 JTB V30-94)
- Deduct 75 lbs. for stock LS block and stock cylinder head combo
- Deduct 100lbs for Serpentine belt driven centrifugal supercharger
- Deduct 150lbs for 8.2 deck nitrous combo.
- Deduct 150 lbs for D1X or P1X centrifugal supercharger
- Deduct 50 lbs 76 x 113 (Limited Street / X255 Turbo)

Unless Otherwise Noted -

Inline non stock valve angle not permitted on boosted combos

Any splayed or canted valve (non-inline) head not permitted on boosted combos

REQUIREMENTS & SPECIFICATIONS

ENGINE:

BLOCK

Any aftermarket cast iron or cast aluminum block permitted. All blocks are restricted to factory OEM bore spacing for the brand being used. LSX block bolt pattern is permitted for LS based engines. World Products Man-O-War bolt pattern is permitted for small block Ford engines. All entries are permitted to bush lifter bores. Billet Blocks prohibited.

HARMONIC BALANCER

SFI Spec 18.1 balancer is required.

ENGINE MOUNTS & LOCATION

Engine/motor plates and mid-plates are permitted. Engine block and cylinder heads cannot be in contact with the firewall.

CYLINDER HEADS

Factory OEM or aftermarket cast iron or aluminum cylinder heads are permitted. Billet and one-off fabricated heads are prohibited. All cylinder heads must maintain factory OEM bolt pattern for head and intake manifold bolts of manufacturer brand being used, SBF permitted additional modifications to improve sealing of cylinder heads. Porting is permitted. All boosted cylinder heads must be as cast with factory valve angles. Cylinder head may be angle milled from factory OEM valve angles of +/- 2 degrees, reverse angle mill or rolling head back to achieve factory valve angle prohibited. The Event Tech Director reserves the right to check valve angle either on or off the vehicle. BB NOS cylinder heads will be of conventional port layouts and valve angle.

Note: Stock factory OEM heads are those cylinder heads that are factory production line installed on production vehicles as recognized by NHRA.

INTAKE MANIFOLD

Any aftermarket, commercially available, mass produced, single carburetor, 4150 or 4500 series, cast intake manifold permitted. Modular/8.2 deck engines are permitted fabricated, billet and/or sheet metal intake manifolds. Porting is permitted. Cast Holley EFI ram intake permitted on SBF/LS/SBC/SB Mopar boosted combinations only. See note in add/deduct section.

NITROUS OXIDE

All entries are permitted to use any conventional single stage plate system or any conventional single stage fogger system. The use of water injection is permitted. The use of a plate system with a fogger system is prohibited. Nitrous push systems are prohibited. The use of agents other than nitrous oxide as part of, or mixed in, the system is prohibited. All entries must use only gasoline for the fuel enrichment circuit. All nitrous jets must be stainless steel & must be as-supplied, un-modified from the manufacturer and must be a concentric circle. No other shapes such as ovals, diamonds, etc... permitted. All entries are permitted to use a maximum of two 10lb nitrous bottles, two 12 lbs. carbon nitrous bottles or a single 15lb nitrous bottle or single 20 lbs nitrous bottle. Any method of cooling the nitrous bottle inside the vehicle is strictly prohibited. Bottle temperatures will be randomly checked before and/or after a run. If the bottle temperature is found to be colder than 65 degrees, the run will be disqualified.

Plate System: Any conventional single stage or cross-bar single stage plate nitrous system with a maximum of four spray bars (two nitrous & two fuel) permitted on SB.

Small Block combinations using a conventional single stage, single plate nitrous system have Unlimited nitrous jet size.

Big Block Chevrolet or Big Block Ford combinations using a conventional single stage, single plate nitrous system with single entry (one nitrous jet and one fuel jet) have a maximum of a nitrous jet size of .136.

The maximum allowable number of solenoids for any single stage plate system is three (1 nitrous, 1 fuel and 1 redundant purge). Progressive systems are permitted.

Single Stage Fogger: Any conventional single stage nitrous fogger system permitted. One nitrous/fuel nozzle per cylinder permitted. All SB entries using a single stage fogger system have a maximum jet

size of .048 (BB entry limited to .048) (The maximum allowable number of solenoids for any single stage fogger system is five (2 nitrous, 2 fuel and 1 redundant purge). BBC/BBF limited to (2) .125 nitrous solenoids. Progressive systems are permitted.

Purge System: Nitrous purge systems are permitted a maximum of 1 solenoid. Progressive systems are permitted to use one inline "safety" solenoid. Purge line must clearly exit the hood/cowl or body in a fashion to not allow purged nitrous to enter the engine when racing.

Nitrous Lines: All entries are required to have one continuous -8 maximum (Plate System) and -8 maximum (Fogger System) uninterrupted (no coiling) nitrous supply line from the nitrous bottle to the engine. Maximum length of the nitrous supply line from nitrous bottle to nitrous supply solenoid is 15ft. The line from the valve to the engine cannot store/hold nitrous oxide when the system is not in use.

SUPERCHARGER

Centrifugal superchargers are limited to the following dimensions: Maximum impeller inducer diameter of 3.70 inches with a maximum inlet outside diameter of 4.75 inches. . Supercharger impeller must be constructed from aluminum. Centrifugal superchargers are permitted to use any gear drive or transmission system, including the (current 2022 and older specs) Vortech V30 series or Pro Charger F1A-91 or F1A-94 or F3D-102 or American Forced Induction AFX1-94R. Centrifugal superchargers are limited to the following dimensions: Maximum impeller inducer diameter of 3.58 inches (91mm) 3.70 inches (94mm) with a maximum Exducer of 5.73 inches (91mm) or 6.00 inches (94mm), maximum inlet outside diameter of 4.75 inches. Supercharger impeller must be constructed from aluminum. Centrifugal superchargers maximum step up ratio of 5.40:1. Surge Slots are PROHIBITED.

TURBOCHARGER

All cast wheel turbochargers (mid-frame GT47/S400 chassis only) must be as manufactured from factory with an "as cast" or billet wheel. For "cast or billet wheel turbo", any inconsistent modifications to compressor or turbine wheel, blades, hubs, cover, or housing, beyond accepted commercially available manufacturing process, is PROHIBITED. Compressor inducer cannot exceed 76.6 mm. Maximum inlet diameter for compressor housing will not exceed 78.6 mm (2 mm for housing/wheel clearance).

Reducers PROHIBITED. Compressor exducer (this includes the backing plate and the tip to tip measurement) cannot exceed 116 mm and at no point extend past the 116 mm backing plate (i.e. no reverse clipping of the wheel permitted). Inducer blade tip measurement will take place at the leading edge (must capture .200 of blade tip) where the tip meets the compressor housing and must extend to the final exducer measurement without steps. Compressor map groove will not exceed .250 or (.180 on E85/M1 SB Combo) of an inch @ 90° perpendicular to the inlet and must be maintained throughout the entire circumference of the groove. Compressor wheel must not be visible through the map groove or surge slots. Adjustable map groove rings prohibited. Any turbocharger entry may be asked to remove the compressor cover for tech inspection. The turbine wheel will not exceed 96.5 mm x 88.5 mm.

Turbine wheels are only allowed to be constructed from Inconel material. Compressor wheel/impeller must only be constructed of cast or billet aluminum material.

Bore-less shaft PROHIBITED. Reducers PROHIBITED. No reduction or milling permitted on the compressor or turbine retention nuts. Compressor retention nuts will be a minimum of .650 or 19% of hub diameter. Turbine retention nuts will be a minimum of .850 or 20% of hub diameter.

All forms of power adders (nitrous, turbochargers and superchargers) must be commercially available to the general public for purchase and use at least 21 days before race.

RAMAIR/FRESH AIR

Ram air/fresh air permitted on all boosted combos.

INTERCOOLING

Air-to-water intercoolers are permitted for supercharged and turbocharged entries only. Only one intercooler is permitted for all boosted applications. Intercooler with M1 fuel prohibited.

METH INJECTION

Meth injection permitted on Nitrous combos only. Any use of nozzle/injector in any engine combination forward of throttle body/ carburetor is strictly prohibited. All injectors on boosted combos must be directly mounted to the intake manifold.

OILING SYSTEM

Any Oil System permitted. Any oil pump, vacuum pump, and oil pan permitted. All entries are required to use an oil retention device. Device can be either a ballistic style blanket or a custom built metal pan.

Metal pan must extend from the engine/motor plate rearward to the back of the engine. Metal pan must fit inside the frame rails and be 3 inches above the ground.

COOLING SYSTEM

Any cooling system permitted. Radiators are not required.

EXHAUST SYSTEM

Any exhaust system permitted. All exhaust systems must be directed out of the body and away from the driver and fuel tank. Exhaust may exit underneath the car or out the front fenders but must not affect timing or staging beams. Upturned/Bullhorn style exhaust permitted. Upturned zoomie style exhaust permitted. Must have mufflers or inserts. (Turbo exempt from muffler requirements)

FUEL SYSTEM

Any electronic, mechanical or belt driven fuel pumps are allowed. Electronic fuel pumps must shut off with the master electric cut-off switch. Fuel cell must have a pressure cap and be vented to the outside of the body. Front mounted fuel cells must meet SFI Spec 28.1 and be mounted between the frame rails or enclosed in a round tube frame. A round tube frame must be constructed of a minimum of 1 ¼-inch O.D. x .065-inch chrome moly tubing. Artificial cooling or heating of fuel (i.e., cool cans, ice, Freon, etc.) prohibited. Circulating systems that are not part of the normal fuel pump system are prohibited.

EFI SYSTEM

Any aftermarket electronic or mechanical fuel injection may be used. Fuel injector size and or type are unlimited.

THROTTLE BODY

Any single aftermarket throttle body permitted.

CARBURETOR

Maximum carburetor size for all power adder entries is a single 4500-style or a Pro-Systems 115mm SV1.

THROTTLE LINKAGE

Throttle control must be operated by the driver's foot.

FUEL

VP Racing Fuels Gasoline, M1, Q16, C-85, E-85, C12, 16, 23, 25, 45, or NO2 are the only fuels permitted. Event Tech Director reserves the right to inspect fuel at any time during competition. Failure to pass Fuel Check is grounds for disallowance of the run during competition and disqualification from the event during eliminations. Fuel is checked using various means. Samples given to Fuel Check Technical Inspectors are compared to data taken from known fuel samples provided by VP, adjusted for temperature, and within a tolerance determined by Event Tech Director. Failure occurs when the sample readings fall outside those tolerances.

DRIVETRAIN:

CLUTCH, FLYWHEEL & FLYWHEEL SHIELD

Flywheel and clutch meeting SFI Spec 1.2, 1.3, 1.4, or 1.5 is mandatory. Clutches are limited to a dual disc maximum. Flywheel shield meeting SFI Spec 6.2 or 6.3 is mandatory. Clutch must be manually operated by the driver's foot. Electronics, pneumatics, hydraulics, or any other device may in no way affect the clutch system. The throw-out bearing must release all fingers, levers, stages, etc. simultaneously. Staged or variable release clutches are prohibited.

MANUAL TRANSMISSION

Any gear change must occur from direct action by the driver. Pneumatic, electric, hydraulic, etc. shifters prohibited. Manual transmissions must utilize SFI approved bell housing.

AUTOMATIC TRANSMISSION

Any OEM or aftermarket automatic transmission is permitted. Lock-up style transmission and/or torque convertors are prohibited unless OEM equipped (i.e. A.O.D.). The use of transmission-to-engine adaptors is permitted. The use of trans-brakes is permitted. Pneumatic, electric, hydraulic, etc. shifters permitted.

STEERING

Any American production type steering system permitted.

SHOCKS/STRUTS

Aftermarket stock-type shocks/struts permitted. Rear coil-over shocks are permitted.

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 sheet-metal attachment.

REAR SUSPENSION

Stock-type, ladder bar, and racing 4-link rear suspension systems are permitted.

WHEELIE BARS

The use of wheelie bars is prohibited.

FRAME:**CHASSIS**

All vehicles must have a chassis that meets the guidelines set by SFI for their respective speed and elapsed time. A valid NHRA serialized sticker is mandatory at an NHRA Member Track.

FRAME

Stock frame required from the forward edge (closest to the bumper) of shock/strut tower to the back of the rear wheel tub. Back-halved cars are prohibited. Front and rear sub frames may be joined together. Horizontal and vertical notching of rear frame rail is permitted for tire/rear end clearance.

WHEELBASE

Entries must retain stock wheelbase dimensions of + or – 1 inch. Maximum wheelbase variation from left to right is 1 inch.

GROUND CLEARANCE

A minimum of 3 inches from the front of the vehicle to 12 inches behind front spindle centerline is mandatory. A minimum of 2 inches for the rest of the vehicle is mandatory (except for oil pan and exhaust headers).

TIRES & WHEELS:**TIRES****POWER ADDER LEGAL TIRES:**

MT 3559 275/60-15 ET Street R Hoosier DR1 275/60-15

MT 3553 255/60-15 ET Street R or any 26 x 8.5 or 26 x 10 – DEDUCT-50lbs

MT 3453 275/60-15 ET Street S/S – DEDUCT -50lbs

WHEELS

Aftermarket racing wheels permitted.

INTERIOR:**UPHOLSTERY**

Interior must maintain a factory upholstered appearance. OEM dash board is required and can be made of fiberglass or carbon fiber. Any aftermarket racing style seat is permitted. Driver's seat must be located in the stock location. Passenger seat is not required. Door panels are required. Floor and transmission tunnel where visible must be carpeted or upholstered.

STEERING COLUMN/WHEEL

Aftermarket steering columns and steering wheels are permitted.

PEDALS & PEDAL LOCATION

Stock type pedals/linkage is required.

BODY:**BODY**

Body must retain original appearances and profiles for year being used. OEM body shell must be intact. Light weight body panels are restricted to hood, fenders, bumpers, doors and deck-lid/truck-lid or hatch. Aftermarket roof panels are permitted on 2005 and newer or any vehicles produced with OEM composite roof panel are permitted replacement panel of carbon or fiberglass material. Hood and deck-lid/trunk-lid must be hinged or lift off style. All front ends must be of factory dimensions and cannot be lengthened. Splitters are not permitted to be more than ½ inch fwd of the front bumper line on a vertical plane. Alterations or aerodynamic modifications are prohibited. Body must be finished or painted. Pre- 1964 body style will receive -25 deduction

HOOD SCOOPS

The use of aftermarket forward facing hood scoops is prohibited on nos power adder combos. The use of cowl induction style hoods are allowed on any vehicle with a maximum height of halfway point of windshield. Factory OEM forward facing hood or factory OEM ram air hood with scoops is permitted.

COWL AREA

OEM cowl is required and modifications are permitted.

GRILLE

Grille must maintain a "professional appearance" for year, make and model being claimed.

FIREWALL

Stock, factory firewall is required. Notching and smoothing of firewall is permitted but must be identifiable as being in the factory location. Factory OEM fiberglass firewalls (Corvette) are permitted to replace the factory firewall with a minimum of .024 thick steel located in the factory location.

RADIATOR CORE SUPPORT

Radiator core support is not required.

FENDER SPLASH PANS

Fender splash pans may be altered.

WINDSHIELD & WINDOWS

OEM glass or NHRA approved Lexan is required.

FLOOR

Stock floor in stock location is required under driver and passenger seats. Flat area of floor-pan behind seat area and rearward may be replaced with a minimum of .024-inch thick steel or .032-inch aluminum or carbon. All entries are allowed a metal removable trans-tunnel.

WHEEL WELLS

Aftermarket style mini-tubs are permitted.

WING/SPOILERS

All entries are permitted to use rear wing/spoilers. Wing/spoilers are allowed a maximum length of 26 inches. Any adjustments to the wing/spoiler during a run are prohibited.

STREET EQUIPMENT

All entries must have operational headlights/fog lights and taillights.

APPEARANCE

All cars in competition must be painted or wrapped. Advertising graphics are permitted on the body. In order to be eligible for the Ultra Street Shootout points championship program, all sponsors' decals must be easily visible and located on the outside of the vehicle. Failure to do so can result in the driver forfeiting all claimed championship points for that particular event. The Ultra Street Shootout points championship program requires that all entries run the following decals:

1. Championship Windshield Banner: Decal needs to be located on the top of the windshield or just above the windshield located on the body.
2. Championship Series License Plate: Plate must be located on the front of the vehicle
3. Class Sponsor(s): Decal must be located on the passenger's side lower portion of the windshield.
4. Class & Competition Numbers: Numbers must be easily visible/legible and located on the front, back, and both side windows.

ELECTRICAL:

BATTERIES

Battery may be relocated and must be an automotive type.

IGNITION

Any battery-operated ignition system permitted. Distributorless ignition systems are limited to one coil per cylinder only. Optical devices and magneto ignitions are prohibited.

MASTER CUTOFF

A master cutoff switch is mandatory on all vehicles with a battery located in the trunk.

STARTER

Aftermarket starters, in stock location permitted.

SUPPORT GROUPS:

BRACKET RACING AIDS

The use of any bracket racing aids such as optical sensors, stutter boxes, throttle stops, etc. are prohibited. The use of any device (electrical or mechanical) that allows a driver to ascertain the position of their vehicle to the starting line is prohibited.

PRESSURIZED BOTTLES

All pressurized bottles must meet D.O.T. 1800lb minimum specification.

TOW VEHICLES

The use of tow vehicles is permitted.

DRIVER:**DRIVER**

The driver when in the vehicle, from the ready line until the vehicle is safely stopped on the return road, is required to have all safety restraint systems (including the helmet) on and be securely fastened in the vehicle at all times.

CREDENTIALS

A Valid state or government issued driver's license beyond a learner/s permit level is mandatory for cars running 10.00 or slower. A valid NHRA competition license is mandatory for cars running 9.99 or quicker, at a NHRA Member Track. A valid NHRA or an IHRA competition license is mandatory at an IHRA Member Track.

Note: It is ultimately the competitor's responsibility to familiarize themselves with the Ultra Street class requirements as well as all NHRA safety requirements. The competitor agrees they bear the ultimate responsibility when it comes to safety and how it complies with Ultra Street Class rules and NHRA rule books. The competitor also agrees that no one else other than the competitor is in the best position to know about how their particular race car has been constructed and how to safely operate it.

RORS will reserve the right to adjust the rules for parity at any time.