

2011 Ford Fever Classic

“X275” Class Rules

POSTED 9/01/11

RACE FORMAT: Run on the 1/4 mile. Quick 16 field with a pro ladder. Heads-up, .400 pro tree, no breakout, first to finish wins.

BODY: Must be a Ford bodied car. The car must retain its original appearance, profiles, and dimensions. Factory roof and quarter panels must be used. Aftermarket fiberglass replacement panels are limited to hood, front fenders, doors, decklids, and bumpers only. All front ends must be of factory dimensions and cannot be stretched. Aftermarket wings and spoilers are permitted. Complete stock appearing front and rear bumpers are required. A hood must cover the entire induction system. Forward facing hood scoops/ turbo or supercharger inlets are permitted.

INTERIOR: Factory appearing dashboard, door panels, and driver seat is required. Full Carpet is required on floorboards. Factory floor pan on driver and passenger side required. Bare inside frame of car cannot be exposed. Aftermarket steering column is permitted.

WINDSHIELD/WINDOWS: OEM glass or lexan windows are permitted.

CHASSIS: Complete stock chassis and frame rails must be retained. Back-halved cars are not permitted. Front core support may be modified or removed. Aftermarket bolt-on replacement front K-members/sub frames are allowed (if front shocks bolt to K-member then they must be in factory location). Mini tubs are allowed. Rear frame rails may be notched for clearance. Factory wheelbase must be maintained.

ENGINE: Maximum displacement for all engines is 588ci. Small blocks are allowed any deck height but must retain stock bore spacing. GM Big Blocks are limited to a 10.2 deck height. Ford Big Blocks are limited to a 10.3 deck height. Mopar Big Blocks are limited to a 10.7 deck height.

TURBOCHARGERS: Single turbocharger limited to 88 mm maximum. (GT55-88, Pro-Mod 88, ET-R88 or = mid/large frame turbo). Turbocharger size will be verified by measuring the housing bore at the leading edge of the impeller wheel and must maintain the contour of the compressor housing. Inducer dimensions will not exceed 3.462 inches and Exducer dimensions will not exceed 4.765 inches on MID FRAME turbos. Inducer dimensions will not exceed 3.462 inches and Exducer dimensions will not exceed 5.56 inches on LARGE FRAME turbos. The maximum diameter of the housing bore at the leading edge of the wheel may not exceed 2 mm more than the maximum allowable turbocharger size permitted. Inserts or reducers to achieve inlet or outlet dimensions prohibited. Any type of air to air or water to air intercooler permitted. Turbochargers w/nitrous oxide are prohibited except on 2-rotor, 4 cylinder, and inline 6 cylinder engines.

SUPERCHARGERS: Cog or gear driven superchargers are permitted, must meet all factory inlet, outlet, and internal housing dimensions. Inserts or reducers to achieve inlet or outlet dimensions prohibited. Any type intercooler is permitted. Cannot combine with nitrous oxide. Roots superchargers are limited to a 10-71. Centrifugal superchargers are permitted. Screw superchargers are not permitted.

NITROUS OXIDE: Small block is permitted to run any type multi-stage nitrous systems. Big blocks are limited to a single stage nitrous system - A single stage fogger (2 nitrous solenoids and 2 fuel solenoids) are permitted or if using a single plate then your limited to (1 fuel solenoid, 1 nitrous solenoid), and 1 purge solenoid, purge must exit engine compartment.

TRANSMISSION: Any factory style automatic transmission allowed. Bruno-Lenco transmissions are prohibited. Clutchless manual transmission and clutch assisted manual transmissions are permitted on naturally aspirated combinations only. Electric shifters or air shifters are permitted.

INDUCTION: Small Block combinations may run any type induction. Big Block combinations are limited to a dedicated single carburetor with cast intake.

OILING SYSTEM: Dry sumps are permitted on all cars.

EXHAUST: Mufflers or inserts are required on all cars except for turbo cars. Exhaust may exit underneath car or out the front fenders but must not affect timing or staging beams.

FUEL: Gasoline only is permitted. Alcohol or E-85 or other derivatives is prohibited.

STREET EQUIPMENT: Functional headlights, taillights and brake lights required. All headlights, brake lights, marker lights, etc must be on car and not removed for any reason. All vehicles may be towed back from their passes.

SUSPENSION: Stock style suspension cars only (See weights below for penalty for aftermarket suspension). Four links are prohibited on all cars. Aftermarket direct replacement components such as: front control arms, rear control arms, front coil over shocks, and rear coil over shocks are permitted. Aftermarket rack and pinion steering allowed. Rear leaf springs, springs, shocks, and coil-overs may be moved to accommodate tire clearance, and do not need to be mounted in stock location. Bolt-on or welded sub-frame connectors, rear sway bars, are permitted on all cars. Wheelie bars are prohibited on all cars. Torque arms are only permitted on cars that were originally equipped from factory with it.

TIRES: All cars with power adder must compete on a Drag Radial type tire with the following sidewall designation 275/60/15. Naturally aspirated cars are permitted to run a 28.0" x 10.5" slick, no "W" tires permitted.

Minimum base Weights: All minimum weights include the driver.

Naturally Aspirated (small block) 2600 lbs

Naturally Aspirated (big block with standard deck height and conventional head) 2900 lbs

Naturally Aspirated (big block with tall deck height and conventional head) 2950 lbs

Naturally Aspirated (big block with standard height and big chief head) 3050 lbs

Nitrous (small block) 2900 lbs

Nitrous (big block with standard deck height and conventional head) 3250 lbs

Nitrous (big block with tall deck height and conventional head) 3400 lbs

Single YSI / F1A/6-71 Supercharger (small block) 3100 lbs

Single F1C/8-71 Supercharger (small block) 3200 lbs

Single F1R / Xi/10-71 Supercharger (small block) 3300 lbs

Single 76mm T6 Turbocharger (small block) 3000 lbs

Single 80mm T6 Turbocharger (small block) 3100 lbs

Single 85mm T6 Turbocharger (small block) 3150 lbs

Single 88mm T6 Turbocharger (Y2K or GT47-88) (small block) 3200 lbs

Single 88mm T6 Turbocharger (GT55-88, Pro Mod 88 or =) (small block) 3300 lbs

Single 88mm T6 Turbocharger (Large Frame 88) (small block) 3350 lbs

*Small Blocks with single stage nitrous system: deduct 50 lbs

* Small Blocks (NOS only) with 23 degree Chevy heads, 20 degree Ford heads, and 18 degree Mopar heads: deduct 100 lbs.

* Small Block (NOS only) non-inline valve head with more than 2 nitrous kits: add 100 lbs

* Non-Intercooled boosted cars: deduct 50 lbs.

* Aftermarket rear suspension (Ladder bar): add 50 lbs.

* Buick/Olds/Pontiac Nitrous combos will be 3250 and not exceed 588 cu inches

* V-6 Turbocharged/Supercharged/Nitrous combos will deduct 200 lbs from base weight

* Large Frame Turbo with billet wheel: add 50 lbs