

2012

X275 PROGRAM

Part of the Speed Unlimited Midnight Madness Series



FORMAT: This is an 1/8 mile heads-up class run on a .400 pro tree with a pro ladder. X275 is a qualified quick 8 field. Courtesy staging and autostart is in effect. There will also be another class called "The Shootout" for qualifiers #9-16, and it will be run on a pro ladder. This allows non-qualifiers to compete for additional points and a place to race. (At larger events 2 - 16 or 3 - 8 or 3 -16 car fields or all-run format may be used)

SAFETY: All NHRA/IHRA and Local Track Safety rules apply for driver and car, including the use of an oil retention device or engine diaper.

BODY: The car must retain its original appearance, profiles, and dimensions. Factory roof and quarter panels must be used. Aftermarket fiberglass and/or carbon fiber 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 including transmission tunnel. Factory floor pan on driver and passenger side required. Transmission tunnel maybe removable and must be metal. 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 from motor plate/shock tower to behind the rear wheel opening. 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 and must be in the factory location. Firewall may be smoothed and must remain in stock location, outside sections (sections that are outside of the factory frame rails and/or subframe) of firewall maybe angled back or notched for exhaust/header clearance.... no part of mid plate or engine may touch the firewall. Patching to fill holes permitted. 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.

Conventional BBC heads only.

- Conventional heads as referenced to the original Mark IV design. Gen 7 (BBC symmetrical port is not defined as conventional for these rules.)
- Stock port location, no raised runners. Brodix standard headhunter and Edelbrock victor standard port locations acceptable. Floor of port may not be more than .550" from deck.
- No port plates or intake manifold adapter plates
- No epoxy, no welding permitted except for repairs. No welding tops of runners.
- Intake Valve angles: $24\text{Å}^\circ + / - 1\text{Å}^\circ$

Conventional BBF heads only.

- Factory cast Iron heads
- A-429 Cobra Jet (Ford Motorsports)
- Cobra Jet (Blue Thunder, Trick Flow)
- Super Cobra Jet (Ford Motorsports, FRPP/Kaase)
- Blue Thunder "B" head
- Street Heat (Trick Flow)
- Edelbrock RPM
- P-51's (Kaase)
- "A" designation heads (All manufacturers, Ford Motorsports, FRPP, Trick Flow, Eliminator, EX514, etc...)

BB Mopar to follow soon...

TURBOCHARGERS: Single turbocharger limited to 88 mm maximum. (GT55-88, Pro-Mod 88, ET-R88, Comp, Bullseye 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 and LF 85/88 with surge slots/holes must have a cover over the slots/holes that stands off by no more than .250. 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. Supercharger cannot be combined 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. EFI Big Blocks will only be allowed 2 nitrous solenoids for a dry nitrous system and will only have 1 line per nozzle/per cylinder. (Using both sides of the fogger nozzle on a dry EFI NOS BB combo are prohibited)

TRANSMISSION: Any factory style automatic transmission allowed. OEM factory style manual transmission allowed. Bruno-Lenco transmissions are prohibited. Aftermarket 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 opening cast intake with a single carb or a single 4150 or 4500 series throttle body. (4 blade, dual blade or single blade throttle body permitted).

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 permitted on roots blown applications. Alcohol or E-85 or other derivatives is prohibited on all other combinations.

STREET EQUIPMENT: Functional headlights, taillights and brake lights required. All headlights, brake 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). Aftermarket 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. Upper and Lower control arms must be mounted in the factory chassis locations -S Box permitted

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.

RULE REVISIONS: In order to maintain the most level playing field possible, MIR will constantly monitor the performance numbers of the numerous combinations in this class. From time to time, it may be necessary to adjust minimum weights to help promote class parity. These changes will be made if a particular combination is deemed too dominant. Racers should take this into consideration whenever they are constructing their cars. Any rule revisions deemed necessary by MIR will be officially posted on www.mirdrag.com before the event in which they become effective. Be sure to check the website often for changes throughout the year.

Minimum base Weights: All minimum weights include the driver.

Naturally Aspirated (small block) 2500 lbs

Naturally Aspirated (big block) 2800 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) 3350 lbs

Single YSI / F1A/6-71 Supercharger (small block) 3000 lbs

Single F1C/8-71 Supercharger (small block) 3100 lbs

Single F1R / Novi 2500/Xi/10-71 Supercharger (small block) 3300 lbs

Single 76mm T6 Turbocharger (mid frame) (small block) 2900 lbs.

Single 80mm T6 Turbocharger (mid frame) (small block) 3000 lbs.

Single 85mm T6 Turbocharger (mid frame) (small block) 3050 lbs.

Single 88mm T6 Turbocharger (Y2K or GT47-88) (mid-frame) (small block) 3100 lbs

Single 85mm T6 Turbocharger (Pro Mod 85) (mid frame)(small block) 3150 lbs

Single 88mm T6 Turbocharger (GT55-88, Pro Mod 88 or =) (small block) 3250 lb

Single 88mm T6 Turbocharger (*Large Frame 85) (small block) 3250 lbs

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

* Large Frame Turbo with billet wheel: add 50 lbs

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

* Small Blocks (NOS & N/A) with single 4150 carb/throttle body: deduct 50lbs

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

* Small Blocks (NOS only) cast t-ram/sheet metal/2 carbs or 2 throttle bodies: add 50 lbs

- * Non-Intercooled boosted cars: deduct 50 lbs.
- * Belt driven centrifugal superchargers: deduct 50lbs

*Billet heads permitted, billet blocks not permitted

- * Aftermarket rear suspension (Ladder bar): add 50 lbs (does not apply to NOS Small Blocks/BOP or N/A combos)
- * Buick/Olds/Pontiac Nitrous combos will be 3150 and not exceed 588 cu inches
- * V-6 Turbocharged/Supercharged/Nitrous combos will deduct 150 lbs from base weight

X275 RADIAL PROGRAM

<p style="text-align: center;">Points Race Dates</p> <p>Friday, April 6, 2012 (Midnight Madness) Sat & Sun, April 21-22, 2012 (East Coast Door Wars) Friday, May 18, 2012 (Midnight Madness) Friday, June 15, 2012 (Midnight Madness) Friday, July 27, 2012 (Midnight Madness) Friday, August 10, 2012 (Midnight Madness)</p>	<p style="text-align: center;">Yearly Points Fund</p> <p>1st Place: \$1,000, Irontree, Goldcard 2nd Place: Top 10 Plaque 3rd Place: Top 10 Plaque 4th Place: Top 10 Plaque 5th Place: Top 10 Plaque 6th Place: Top 10 Plaque 7th Place: Top 10 Plaque 8th Place: Top 10 Plaque 9th Place: Top 10 Plaque 10th Place: Top 10 Plaque</p>	<p style="text-align: center;">X275 Purse</p> <p>Winner \$1,000 Runner-Up \$400 Semis \$200 1/4 Finals \$100</p> <p style="text-align: center;">Shootout Purse</p> <p>Winner \$100 Runner-Up \$50</p> <p style="text-align: center;">Entry Fee \$75</p>
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X275 POINTS SYSTEM

General: Entry points, qualifying points, and elimination points are totaled per event for the driver. If a qualified driver is broke before eliminations; the driver will receive entry points, qualifying points, and first round loser points. Alternates will not be used during eliminations.

Tie Breakers: In the event of a tie in points at the end of the year, the tie will be broken by 1) driver winning most races, 2) driver entering most races, 3) quickest qualifier at the final points race.

Discrepancy: It is the driver's responsibility to calculate his or her own points. In case of a discrepancy, you must email a notification letter within 15 days to jmillier@mirdrag.com after the points are posted. If notification is not received the points will stand as they are.

ENTRY POINTS

Entry Points	11 points
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QUALIFYING POINTS

#1 Qualifier	8 points
#2 Qualifier	7 points
#3 Qualifier	6 points
#4 Qualifier	5 points
#5-8 Qualifier	4 points
#9-12 Qualifier	3 points
#13-16 Qualifier	2 points

ELIMINATION POINTS

Friday Nights: Class is run as two 8-Car Fields	
X275 ----- Winner	80 points
X275 ----- Runner-up	70 points
X275 ----- 2nd round loser	60 points
X275 ----- 1st round loser	50 points

"Shootout" ----- Winner	50 points
"Shootout" ----- Runner-up	40 points
"Shootout" ----- 2nd round loser	30 points
"Shootout" ----- 1st round loser	20 points

East Coast Door Wars: Class is run as two 16-Car Fields	
X275 ----- Winner	100
X275 ----- Runner-up	90
X275 ----- 3rd round loser	80
X275 ----- 2nd round loser	70
X275 ----- 1st round loser	60

"Shootout" ----- Winner	60
"Shootout" ----- Runner-up	50
"Shootout" ----- 3rd round loser	40
"Shootout" ----- 2nd round loser	30
"Shootout" ----- 1st round loser	20