



Ultimate/Ultra 275 Street Rules – 2018 FINAL 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 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 direct source of air this includes closing off factory holes/grills. Turbochargers permitted to be forward facing and exposed to ram air. 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 and BBC/BBF entries - Progressive nitrous controllers are allowed. Entries (except 8.2 deck see notes) 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. BBC/BBF entry permitted single stage, single bar plate with #6 single line from bottle to solenoid and a maximum of .110 orifice nos jet. 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 including RR - 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 Casting Z06 LS 12 degree Casting for Corvette)

** NOTE: SB Ford 20 degree SR20 –FT1 or T1RI or equivalent with boosted combo +50 lbs. Aftermarket LS 12/13 degree with boosted combo +50 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. Aftermarket lock-up converters and transmission prohibited

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 sheet-metal attachment.

WHEELS/TIRES:

POWER ADDER LEGAL TIRES:

MT 3553 255/60-15 ET Street R -50lbs

MT 3453 275/60-15 ET Street S/S -100lbs

MT 3559 275/60-15 ET Street R

MT 3754X 275/60-15 +50 on 8.2 nos entry

N/A LEGAL TIRES:

MT 3559 275/60-15 ET Street R

MT 3754X 275/60-15 ET PRO275 +25 lbs.

MT 3453 275/60-15 ET Street S/S -150lbs

NITROUS WEIGHTS:

AMC – 3000

Inline non-stock valve angle head – 3050

Mopar BB conventional B1 head/BOP combo – 3100

BBC/BBF 588 cu in conventional head combo w/ .110 nos jet – 3200 lbs

Any canted valve head – 3075

Any non-raised runner 23 degree combo – 2950

Any raised runner 23 degree combo - 3000

Blue Thunder Cylinder Heads 4.3 /SC1 – 3075 and 3.6 - 3050

C3/C302B/C302/Yates style -3000

Any 20 degree ford – 3000

Any 20 degree high port SR20 –FT1 or T1RI or equivalent - 3025

TFS-R Ford - 2950

SUPERCHARGER WEIGHTS:

F1A - 91 series - 3050 (-94 series add 200 lbs.)

F1C- 91 series – 3100

YSI – 3000 (deduct 50 for cast wheel) (+50 for V30-94 series with ** TBD)

4.0L - NHRA SS COPO - 3200 (must have run NHRA SS to be legal)

Eaton 2.65L - 3100

TURBO WEIGHTS:

T-76 – 3000

N/A WEIGHTS: TBD

N/A Inline head up to 440 – 2500

N/A Non-Inline head – 2600

N/A Buick/Olds/Pontiac/Mopar – 2775

N/A (big block with 9.8 standard deck height and conventional head) 2825 lbs. (add 2.5 lbs. per cu in over 589) chg.

N/A (big block Ford with standard deck height and conventional head) 2825 lbs. over 589 add 75 lbs. chg.

N/A (big block with tall deck height and conventional head) 2875 lbs. over 589 add 75 lbs.

N/A (big block with 9.8 standard height and big chief head) 2900 lbs. (add 2.5 lbs. per cu in over 589)

N/A (big block with tall deck height and big chief head) 2925 lbs. over 589 add 100 lbs. chg.

N/A (big block Ford with standard deck height and non-conventional head) 2925 lbs. over 589 add 75 lbs.

N/A (big block GM with Symmetrical port/non-conventional head) 2950 lbs. over 589 add 75 lbs. chg.

N/A (big block Ford with Pro Stock/Symmetrical type cylinder heads) 3000 lbs. over 589 add 75 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
- Turbos not exposed to ram air may deduct 50 lbs. (tech directors discretion)
- 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. Serpentine belt driven -100
- Boosted GEN III Hemi SBM add 50 lbs.
- Non Intercooled boosted combos deduct 50 lbs. on gas (add 50 lbs. boosted combo on M1)
- Late model GTO permitted ladder bar or torque arm add 50 lbs.
- Cast Tunnel Ram/Sheet-metal/Dual Carbs on SB N/A add 50 lbs. - Single 4150 carb used with 4150 intake manifold and 4150 plate system deduct 50lbs deduct 25 lbs. for use with EFI (N/A or NOS only)
- N/A may deduct 150 lbs. P/A deduct 100 lbs. if using M/T S/S 3453 tire
- N/A BBC and BBF and BOP 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. permitted with fogger.
- 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. leaf spring -25 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
- BB conventional cylinder head list see X275 for approved heads.

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, 2017 for the 2018 season.

After this date, Ultra Street/X275 Motorsports will not consider manufacturer requests for new products for the 2018 season. Tech director reserves the right to adjust rules at any time for parity.