



2013 Modern Street HEMI Shootout Rules

General rules and procedures:

- All cars competing in heads up classes must make a qualifying run in the car that will be competing in eliminations.
- Event will be run on a .500 pro tree for all classes
- Cars will be matched up with a sportsmans ladder in the heads up classes and once the Index field is down to 16 cars it will be matched up via a sportsman ladder.
- Lane choice for heads up in the first round goes to the higher qualifier and subsequent rounds the lane choice goes to the quicker ET in the previous round.
- Lane choice for Index is random in the first round and goes to the better reaction time in subsequent rounds.
- Lane choice and pairing matchups during the King of the Hill shootout will be done via coin flip.
- Cars eligible for King of the Hill are the class winners or Super Pro, Pro, Stroker and Super Stock. 4 car runoff will be done via .25 indexes.
- Courtesy staging will be in effect, if a driver inadvertently double bulbs, they will be backed out and restaged.
- Deep staging disqualifies you from best reaction time awards.
- If a driver is unable to move forward in the competition they must notify track personnel in a timely manner.
- During eliminations, the losing driver will verify the winners weight after they race.
- NHRA safety rules are in effect and it is up to the track personnel to handle all safety rule infractions or complaints.

Unlimited

- Heads up racing for 2005+ Gen III HEMI powered LX, LC, LD, and SRT Jeep's not meeting the class rules for Super Pro, Pro, Stroker, Super Stock and Stock.

Super Pro

- Heads up racing for 2005+ Gen III HEMI powered LX, LC, LD, and SRT Jeep's with power adders not meeting Pro class rules. Drag Pak Challengers and Drag Pak style clones in LX, LC or LD platforms with NHRA SS/Stock naturally aspirated engine configurations will be allowed in this class.
- Cars (including Jeeps) with a solid rear axle must use a Nag1 or factory type 6-speed transmission.
- Cars that have been converted from Nag1 to any other transmission (TH400, Powerglide, etc) must use IRS suspension.
- Cars (including Jeeps) with both converted solid rear axle and converted transmission must run Unlimited. Only exception is the Drag Pak Challengers and Drag Pak style clones.
- See notes 1 & 2

Pro

- Heads up racing for 2005+ Gen III HEMI powered LX, LC, LD, and SRT Jeep's with power adder. Cars not meeting their Super Stock and Stroker N/A class weight will be moved up to this class.
- No limit on engine displacement.
- No power adder restriction when using stock bottom end.

- Forged bottom ends restricted to a single method of power adder as described below:
 - Twin turbo setups limited to twin 58mm. Must weigh 4700+ lbs with driver.
 - Single turbo setups limited to 76mm.
 - Single turbo up to 67mm must weigh 4200+ lbs with driver.
 - Single turbo over 67mm and up to 76mm must weigh 4700+ lbs with driver.
 - Magnuson and Edelbrock supercharger setups must weigh 4000+ lbs with driver.
 - All other positive displacement superchargers limited to 3.0 liters. Must weigh 4200+ lbs with driver.
 - Centrifugal blowers no larger than Procharger D1, Vortech V1 T trim, Paxton 1500. Must weigh 4200+ lbs with driver.
 - Nitrous cars limited to plate system. Must weigh 4200+ with driver.
- SRT Jeeps with RWD conversions must add 250 lbs to above weights.
- Cars not meeting minimum weight requirements will compete in Super Pro.
- No weight minimum for N/A cars moved up from Super Stock & Stroker.
- LX, LC, LD must have IRS.
- See Notes 1 & 2

Stroker

- Naturally Aspirated Heads up racing for 2005+ Gen III HEMI powered LX, LC, LD, and SRT Jeep with stroked engines up to 468 cubic inches.
- Minimum weight with driver as follows:
 - 6.4 Iron: 3900+ lbs.
 - 7.0 Iron or 6.4 Aluminum: 4000+ lbs.
 - 7.2 Iron or 7.0 Aluminum: 4100+ lbs.
 - 7.2 Aluminum or Larger: 4200+ lbs.
 - Any aftermarket or "one-off" blocks, regardless of material, and any modular sleeved blocks must compete at 4200+ lbs.
- LX, LC, LD must have IRS.
- SRT Jeeps with RWD conversions must add 250 lbs to above weights.

- Cars and RWD Jeeps not meeting minimum weight requirements will compete in Pro class.
- Accepted fuels include pump gas, any commercially available race fuel, or E-85.
- Any additional fuel systems including water meth are prohibited and may not be present on the vehicle.
- See Notes 1 & 2

Super Stock

- Naturally Aspirated Heads up racing for all 2005+ 5.7 liter, 6.1 liter, and OEM 392 Gen III HEMI powered LX, LC, LD, and SRT Jeep.
- Minimum weight with driver as follows:
 - OEM 392: 4200+ lbs.
 - 6.1 liter engines: 4100+ lbs.
 - 5.7 liter engines: 3900+ lbs.
- Aluminum blocks prohibited.
- LX, LC, LD must have IRS.
- SRT Jeeps with RWD conversions must add 250 lbs to above weights.
- Cars and RWD Jeeps not meeting minimum weight requirements will compete in Pro class.
- Accepted fuels include pump gas, any commercially available race fuel, or E-85.
- Any additional fuel systems including water meth are prohibited and may not be present on the vehicle.
- See Notes 1 & 2

Stock

- Naturally Aspirated Heads up racing for all 2005+ 5.7 liter, 6.1 liter, and OEM 392 Gen III HEMI powered LX, LC, LD, and SRT Jeep. Class designed for virtually stock vehicles with bolt on modifications only.
- Minimum weight with driver as follows:
 - OEM 392: 4350+ lbs.
 - 6.1 liter engines: 4200+ lbs.
 - 5.7 liter engines: 4000+ lbs.
- Permitted bolt mods are as followed:
 - OEM 392:
 - Drag radials
 - Cat back exhaust
 - Cold air intake
 - CMR tune
 - 6.1 L:
 - Drag radials
 - Cat back exhaust
 - Cold air intake
 - CMR tune
 - After market axles
 - Getrag rearend swap
 - 5.7 L:
 - Drag radials
 - Cat back exhaust
 - Cold air intake
 - CMR tune
 - Getrag rearend swap
 - Aftermarket cam and springs

Index

- Index racing for all 2005+ Gen III LX, LC, LD (including HEMI, V6, both V8 & V10 Drag Paks and LX, LC, LD Drag Pak style clones), SRT8 Jeeps, HEMI Ram trucks, and old school cars equipped with a Gen III HEMI. (Aggressive/Off-road truck tires prohibited.)
- Index racing run on a .250 bracket increments (such as 12.00, 12.25, 12.50...)

- Once a driver chooses their Index for the first round of eliminations, it may not be changed for the remainder of the competition.
- No delay boxes or throttle stops.

Note 1:

All Cars except Unlimited and Index must run factory engine controllers. Approved engine controllers are NGC 3, 4, and 4A models as well as GPEC 2. Drag Paks allowed in Super Pro class Normally Aspirated without the above mentioned controllers.

Note 2:

Stock, Super Stock, Stroker, Pro and Super Pro (Super Pro only when running solid rear axle) are required to have NAG1 Transmission, or six speed manual transmission. Six speed entries must be production style units with the standard H-Style pattern. Sequential or clutchless transmissions are prohibited. Clutch must be conventional, slipper clutches prohibited.