

Driver's Handbook 2023



 **CANADA**
HEADS UP 
STREET CAR SHOOTOUT SERIES

CANADA
HEADS UP
STREET CAR SHOOTOUT SERIES

EVENTS
2023

June 2 - 4

July 14 - 16

Aug. 11 - 13

Sept. 8 - 10

Sept. 29 - Oct. 1

**ALL EVENTS HELD
AT TORONTO
MOTORSPORTS PARK**





SPEEDWIRE
SYSTEMS.COM

speedwiresystems.com



1-833-525-9010



SOKOLOFF

**PERSONAL
INJURY**

LAWYERS

Serious Accident Injuries

DON'T PUT IT OFF... CALL SOKOLOFF

**AS SEEN
ON TV**

areyouHURT.ca

416.966.4878

**FREE
CONSULTATION**

DRIVER'S HANDBOOK 2023

**Click on Class Name to go to the page*

Introduction/Participant Conduct.....	4
Advertising Rights.....	5
Safety Inspection.....	5
Race Completion/Refund Policy.....	5
Starting Line.....	6
General.....	6
Qualifying.....	7
Protest.....	7
Points Structure.....	7
Tie-Breaker Procedure.....	8
Vehicle Changes/Double Entry.....	8
Making The Call.....	8
Weight Breaks & Adders.....	8
Pro Street.....	9
Super Street - SS.....	9,10
EZ Street EZ.....	9,10,11
4.00 Pro Mod.....	12
Warriors.....	12
Street275 - ST.....	12,13
King Of The Street (Bike Class).....	13
Turbo Bikes.....	14
Nitro Bikes.....	14
Stock Wheelbase Bike	
Crazy 8s.....	15
Low gs.....	15
Indexes.....	15
Junior Dragster.....	15
Series Contact Information.....	16

***CHANGES ARE MARKED IN RED**

Ontario Grudge Wars specific class rules can be found on the website:

ontariogrudgewars.com

Suggestions or comments can be made via Messenger or by email at:

info@ontariogrudgewars.com

Introduction/ Participant Conduct

Ian Hill Racing Promotions (IHRP) is the only Drag Racing Promoter to present Heads Up/ Grudge style events on both sides of the boarder. Highlighting both Heads Up and Sportsman classes, this Heads Up - Door Car based series will be the best of Class and Sportsman racing together under one organization. Our mission is to provide a safe, fun environment for all our participants, crew, family and spectators to witness some of the best drag racing in Southern Ontario, Quebec and North Western NY. As such, it is the responsibility of each participant and their crew members to conduct themselves in a sportsman-like manner throughout the course of the event and season. Any inappropriate conduct directed towards fellow participants, spectators, or event officials as well as destruction of "others" property will be deemed unsportsmanlike behaviour by IHRP or Host Track Officials which will result in there being grounds for expulsion from the event or any other disciplinary action as prescribed by the Directors of the IHRP/ Heads Up Street Car Series or host track.

IHRP will make its best effort to maintain stability and parity within each class of competition. Wherever possible, rule changes will be made during the off season; however, all rules are subject to change without notice through the amendment process. The Rules - Board of Directors -Representatives will be the consulting body for class rules. Rules questions, concerns or comments may also be submitted via rules@ontariogrudgecars.com.

Advertising Rights

Entries, competitors and Media, at IHRP events, by entering, give their consent and permission to use competitor information (as provided by the competitor on the membership application or tech card), and, any images/pictures, video and sound recordings taken during an event for promoting, advertising, recording, announcing and/or reporting of any IHRP event before, during and after each event, including but not limited to television, internet, and radio broadcasts, film production, print media and/or by any other means or device. All rights reserved to IHRP.

Safety Inspection

Race events are held at National Hot Rod Association (NHRA) or the International Hot Rod Association (IHRA) member racetracks. For the purposes of competing in IHRP events, all racers competing should follow the NHRA safety guidelines as outlined in their official rulebook as a minimum to ensure legality. All vehicles must first pass track-based safety inspection before they will be reviewed for adherence to IHRP class rules. The CHU/ OGW and Ian Hill Racing Promotions shall not be held responsible for failed safety inspections and no refunds of entry fees shall be made to racers failing to comply.

Race Completion/Refund Policy

IHRP will make every attempt to complete all scheduled races when possible and necessary. However, should the race be terminated due to inclement weather conditions, curfew, darkness or any other reason, the following will occur: If the race is terminated prior to the first round of qualifying being completed (for your class), the racer will be entitled to a refund of their class entry fee. Refunds must be claimed on-site at the terminated race. There will be no refunds distributed through the mail or at the following racing event. There will be no attempt to finish incomplete events on another date.

Pro Category Classes - If the race is terminated before round one qualifying is complete - entry fee will be refunded. If race is terminated after entire first round of qualifying but before the end of first round eliminations the purse will be split evenly among all racers that attempted to qualify (got their tires wet). If race is terminated after round one eliminations the purse will be split evenly among the remaining entries (winners from the most recently completed round). Points will be awarded based on qualifying position, round wins and any backed up record runs.

Sportsman Categories - If the race is terminated prior to the completion of round one eliminations your entry fee will be refunded. If race is terminated after first round has been completed but prior to the final round being completed, 100% of the entry moneys will be split evenly among the remaining entries. All bonus, top up or race day champion moneys will only be paid out if there is a race day champion as per our agreements with our sponsors.

Jr. Dragster - Guaranteed purse will be split evenly among remaining entries after the completion of round one eliminations.

Championship Points for completed rounds which had been earned at the time the race is terminated will be awarded up to and including the round completed by all competitors. In all cases, points will be awarded only up to the previous fully completed round where all entrants in the class

or eliminator had an equal opportunity to score. A race is official if any points were awarded. In the event of race termination or cancellation all gate fees for driver, car, spectator, or crew, will NOT be refunded under any situation. In the event the qualifying is rained out, we will use the current points structure to fill the ladder. New entrées will be added to the bottom of the list in alphabetical order by last name.

General

No participant may advance to a position in a later round than they earned. If a class or eliminator winner is disqualified for any reason, the runner-up will be the winner. If the runner-up is disqualified, then there will be no winner or runner-up named for that race, nor points awarded for those positions. All qualifying and time trial passes must be made within one of the official designated qualifying and time trial sessions during your class, and only one attempt is permitted per qualifying session. Following completion of qualifying, all heads-up competitors must immediately report to the scales for weigh-in as required. All entries must be able to weighed without causing grief or delay to the scaling process, regardless of the allowable minimum ride height. Competitors earning bye runs during eliminations are not required to make a full run. The vehicle must turn on the stage lights under its own power, via a forward motion in order to advance. The vehicle may then back out of the starting line area and return to the pit area. Heads up entries do not need to be weighed if only taking the tree and not making a pass.

To be eligible for the cash purse, contingency monies, and any awards and/or Championship Points, each racer is required to be a current member and each race vehicle is always required to follow the decal requirements for competition during the event. All decals will be provided in racer registration. Membership is required to race in all Pro Category classes of the Canada Heads Up Series. Annual membership fee is \$100.00 for the season. Jr. Dragster entries will have no membership fee. Dial-In Bikes & Sleds will have no membership fee/ championship contested. Membership for the series is mandatory for all drivers in the classes listed and will be collected before each driver's first race. Each Member will have the opportunity to compete for a point's championship within their respective class. The Points Champions will be celebrated at the yearend banquet. Permanent car numbers/ decals must be used on Pro Category entries.

Starting Line

Once a vehicle entered in competition reaches the front of the staging lanes for a run, it must be prepared to fire up and race and the driver must have on - all safety specified gear for their class. Failure to adhere with these safety requirements will result in driver being backed up until all requirements have been met and may result in the forfeiture of a pass. In order to be a legitimate race winner, a contestant's vehicle must stage under its own power, with the last movement in a forward motion (including single/bye runs). Staging must be done under the vehicles own power with the engine running. The use of any device, mechanical or electronic, that permits the driver to position their vehicle relative to the starting line is prohibited.

For **Heads Up** class competitors, "getting the tires wet" will account for a qualifying attempt. In the event that a car breaks, loses fire and cannot be restarted, or for any other reason cannot complete a pass, a qualifying attempt has been made once the car enters the water box AND no other opportunities will be allowed for that round of qualifying. If a car cannot start while in the staging lanes, it may be given until all other cars in their respective class have had a chance to run. Once the staging lane officials switch to the next class, the qualifying attempt cannot be made. The practice known as "deep staging" is allowed but not guaranteed. The final staging motion, using the vehicles power, must be in a forward motion going from pre-stage to stage position. All Heads-Up Competitors must break the staging beam (turn the Stage Lights on in a forward motion) under the cars own power to be placed on the run ladder. A competitor that fails to stage and/ or launches before tree activation during Qualifying (but **does** get the tires wet) will receive attendance points but shall **not** receive Qualifying points; said entry will not be included on the Eliminations Ladder. All qualifying passes must be made during your class grouping.

For Sportsman Classes, Staging will account as a time trial. If a car breaks, loses fire and cannot be restarted, or for any other reason cannot complete a pass, a time trial attempt has been made and no other opportunities will be allowed if the entry was staged. If an entry is not able to stage, they may be backed out and fall in behind their respective class for another attempt.

For all Elimination Competitors

- Staging constitutes a race.

- Courtesy staging is in effect at all events.
- If Auto Start will be used, we will use the standard .3/7/.9 rule. Otherwise, the Starter has the final starting line control of each race as it is being conducted. A reasonable amount of time will be permitted for drivers to stage. While a noticeable delay of staging by the second vehicle will not be tolerated, “quick staging” by the first vehicle will not necessarily force the starter to speed up the starting process. The time limit will be determined at the sole discretion of the starter.
- All competitors must follow the lane designation given for qualifying rounds even if no competitor is beside you.

Drivers are responsible for their crew on the starting line. Crew members must use caution and not stand in the staging beams while lining up their driver (staging constitutes a race). Crew members standing in the beams may result in a warning and/or driver disqualification.

Qualifying

The ladder can be built on as little as one qualifying session or current points standings if track or weather conditions require. In all heads-up classes, the vehicle with the quickest elapsed time will be number 1 qualifier, the 2nd quickest will be the number 2 qualifier, and so on. In the event of identical qualifying elapsed times, the vehicle with the faster top speed recorded on the qualifying runs, and then will revert to who did it first if still a tie, will be awarded the lower qualifying position. To be included on the official ladder for eliminations a competitor must at the very minimum self-start on command and turn on the Stage Lights via a forward motion, under the vehicle’s own power, during a qualifying round. No competitor shall be added or included on the official ladder if they fail to make at least one qualifying session and fail to complete the minimum requirements as stated above. Should an official qualifying session be eliminated due to weather, or any other unforeseen occurrence and a competitor has not staged and received the start signal that competitor can be placed on the bottom of the ladder.

Lane Choice

First round lane choice is by qualifying position, subsequent lane choice is by faster et in previous round.

Protest

Protests may only be filed by a competitor in the same class and must be filed no later than the conclusion of qualifying (or in the case of the Sportsman categories – must be made by a competitor still in competition against a competitor still in competition) directly to the Race Director and/or Competition Director in person. IHRP officials may, at the time of protest filing, choose to accept or reject the official protest, at their sole discretion. Protests will be governed by common sense and intent.

Protest fees:

- 1) Remove hood or body panels for inspection \$100.
- 2) Cubic Inch check \$500.
- 3) Nitrous, Forced Induction inspection \$300 (includes Nitrous kit/ turbo sizing check).
- 4) All other Protests will have a fee value no less than \$300 (to be discussed and decided on at time of request).

All moneys collected – if Protest is successful 50% returned/ 50% to the Association. If inspection proves legal 75% to the Car owner/ 25% to the Association.

Points Structure

Heads Up Class Racers competing for the championship title based on total points earned at all events, unless otherwise specified in class rules. Points will be calculated in the following manner:

Attendance points: 10 points.

- Establishing an official ET record: 5 points.
- Points awarded for qualifying.:

1st - 10 points

2nd - 9 points

3rd - 8 points

4th - 7 points

5th - 6 points

6th - 5 points

7th - 4 points

8th - 3 points

9th - 2 points

10th or higher - 1 point.

- Each round win during eliminations (all classes): 10 points.
- Race day class champion: 1 point

**Official Records - Points will be only awarded to the "holder" of a new ET or MPH record at the conclusion of all rounds of qualifying and eliminations, once per event. Current record holders are eligible for points for re-setting their official ET or MPH records, once per event. In order to insure the validity of all new records, a backup performance of within 1% is required. If two runs exceed the existing record but are not within 1% of each other, the quicker time or faster speed will be acceptable as the backup for the slower time or speed, which will stand as the new record. Only the driver holding the record at the conclusion of the event will be credited with the record. A driver setting and then losing a record at the same event will not receive credit or points for establishing a record. All record runs are not official until entry has undergone a post-race technical inspection.*

Tie Breaker Procedure:

If two competitors tie for the points at the end of the year, the tie breaker will be awarded to the racer who achieved:

- 1) Most event wins.
- 2) Most event runners-up.
- 3) Most events entered.
- 4) Most event round wins.

Vehicle Changes/ Double Entry

- Drivers entering multiple classes per event permitted.
- Vehicle changes are permitted during qualifying and time trials in the case that the original entry can no longer be raced safely.
- All Classes – one entry one racer (except Crazy8s, Lowgs, B&S)
- Crazy8s, Low gs and Bikes and Sleds – Double Classing permitted – the series will not delay the schedule for cool down time.
- The vehicle entered (qualified)/ must be the vehicle used during eliminations.
- If new vehicle entered, it must be properly entered in the class and technical inspection must be completed.
- (Heads Up) When changes must be made, the driver must qualify (Bracket classes - be entered before first round), during the normal scheduled qualifying rounds for that event. No changes are permitted after qualifying (Bracket racing – once first round has been ran) has been completed.
- Driver must stay within class and category in which they have entered and have proper credentials to drive replacement vehicle.
- Heads Up Class car changes (SS/ EZ): replacement car must have a minimum of an 8.5 cert. cage, run slicks or pro drag radials tires and fit all other aspects of the class rules. Sportsman car changes must adhere to class rules and et limitations for each as well as the limits the driver is licensed for.
- It will be at the discretion of the Race Director to make a change to the run order to accommodate this option in order to facilitate no further delay to the race day.

Making the Call

It is the sole and ultimate responsibility of each contestant to answer the call to the staging lanes in a timely manner. Event schedules are subject to change at any time. Competitors not making the call to the staging lanes will forfeit the qualifying run or, if in eliminations, will be considered broken and scratched from competition. If you know in advance that you will not be able to make the class calls, as a courtesy to your fellow competitors, please notify the Race Director and/or tower staff. All qualifying attempts must be done during the regular class grouping.

Weight Breaks and Adders/ Ballast

There will be no breaking down of deduction or adder options. They shall be followed in whole for the deductions and adders as listed.

All ballast must be bolted in as per the NHRA rule book specs. Loose ballast will result in disqualification from the current race without refund and without points. Second offence – one year suspension.

Classes

SUPER STREET - SS

1/8th Mile • .400 Pro Tree • Door Cars Only

Max 10.5W x 33 Tire or 315 Radial.

- Single Power Adder • Any Transmission.
- Extended nose or chin spoiler and pecker extenders permitted.
- Body overhang or extenders past 45" prohibited

Base Weights

- SB Naturally Aspirated – No Minimum Weight.
- BB Naturally Aspirated – 4.84 bore space 2200lbs.
- BB Naturally Aspirated – 4.9 bore space 2300lbs.
- BB Naturally Aspirated – 5.0 bore space – 2400lbs.
- BB Naturally Aspirated – 5.2/5.3 bore space – 2700lbs.
- SB Nitrous – 2200lbs.*
- BB Nitrous – 4.840" and 4.900" up to 699ci – 2500lbs.
- BB Nitrous – 4.480" and 4.900" 700+ – 2600lbs.
- BB Nitrous – 5.00" bore space – 2700lbs.
- BB Nitrous – 5.2" bore space – 2850lbs.
- SB Single Turbo – 2700lbs.*
- BB Single Turbo – 3000lbs.
- SB Twin Turbos – 88mm or smaller – 2900 lbs.
- SB Twin Turbos – 91-94mm – 3000 lbs.*
- SB Centrifugal Supercharger – 2750lbs.
- BB Centrifugal Supercharger – 3050lbs.
- SB Roots – 2700lbs.*

Continued on next page



We POWER WINNERS

Made in USA

Lithium 16V 60Ah

BRILLE WINNER

JIM HALSEY

PRO NITROUS

Champion

Featured Driver

NHRA

Championship

DAYTONA

500

INDY

500

ROLEX

24 Hour

F1

Formula 1

LITHIUM 60Ah

LITHIUM 60Ah

LITHIUM 60Ah

POWER All Your Toys

CHRISTIAN

Tony **CHRISTIAN** Racing

Distributor for:

Braille Battery

Strango Engineering

Dart Machinery & Hoosier

© TonyChristianRacing

Call 941-539-4553

tonychristianracing.com

Proud Supporter of

- BB Roots – 2850lbs.
- Import 2-rotor – 1800#
- Import 3-rotor – 2200#
- Import 4-cylinder – 1900#
- Import 6-cylinder – 2300

* Maximum engine size for all turbocharged entries is 670 c.i..

Fuel

Alcohol permitted on non-intercooled entries (unless 4 & 6 cylinder).

Miscellaneous

Lower Engine containment device mandatory.

Import 4 and Import 6 use of nitrous to spool turbo/s permitted.

Weight Breaks

- Any tire smaller than 33x10.5w or 315 Pro Drag Radial, deduct 50lbs.
- 28x10.5w or 275 radial, deduct 100lbs. (not to be combined with any other tire weight break).
- Conventional Big Block Heads, deduct 100lbs.
- Stock Front Frame Rails when combined with Stock Firewall Location when combined with Stock Style Front Suspension when combined with no wheelie bars, deduct 100lbs.*No Strut conversions allowed for this weight break (not to be combined with other wheelie bar Break).
- Twin turbo combinations using 84mm or smaller, deduct 50lbs.
- Twin turbo combinations using 80mm or smaller, deduct 100lbs.

Weights Adders

- *Small Block 4.5" non stock bore space add 100lbs. over small block base.
- *Small Block 4.6" non stock bore space add 150lbs. over small block base.
- TB Nissan inline 6, add 200lbs.
- Wheelbase over 2" longer than stock (for body of car), add 50lbs.
- Hemi or 481x add 100lbs.

Rules are subject to change without notice and in the spirit of the class, rules will be reviewed continually throughout the season.

EZ STREET - EZ

1/8 Mile • .400 Pro Tree • Stock Appearing Body with Steel Roof and Quarters (unless composite from OEM)

This class is limited to cars and trucks that have a single power adder (Nitrous, Turbo or Single Centrifugal Supercharger), or that are Naturally Aspirated.

Body and Chassis

- Lexan and Plexi-glass window replacements permitted.
- Functional lights are required. (at least one head light and one tail light)
- Body must be dimensionally stock. (Except for NA combos).
- Rear wing permitted. No smoothening of spill plates to quarters.
- Frontal air permitted on Blower and Turbo combinations.
- Forward facing hood scoops permitted on Nitrous combinations.
- Stock style front suspension required. Strut conversions prohibited.
- Firewall in stock location required between the lower frame rails and up to the top of the block
- (mid plate is not considered a firewall).
- OEM Front Frame Rails are required from the firewall to 4" in front of the spindle. Up to a maximum of 50% of them may be modified or fabricated for header clearance, headers must pass through this area. OEM Frame Rails must also be connected to the k-member or lower suspension component by either welding or bolting.
- OEM Front Strut/Shock Towers must be functional and in stock location.
- Wheelbase must be within 2" of stock.
- Nose Extenders prohibited.

Engine

- The combined use of Billet Heads and Block together is prohibited in all boosted combinations
- Billet Heads and Block combo permitted up to and including 9.2" deck height small block only in Nitrous and NA combinations (max 450 cubic inch)
- Non-stock bore space engines prohibited.
- Claiming less cubic inch than actual - disqualification from current race, no refunds, no points. Second offence – one year suspension.

Induction

- Fabricated intakes permitted.
- Single carburetor or throttle body only for blower and turbo entries.
- 8 barrels of induction permitted on small block nitrous entries (Dual 4bbl or 4 split Dominator carbs).
- 4 barrels of induction permitted on big block nitrous entries (Single 4bbl or 2 split Dominator carbs).
- EFI Big Blocks permitted a single throttle body with 4 round barrels total.
- EFI Small Blocks permitted two throttle bodies with 8 round barrels total.
- EZ - ~~Turbo and~~ Centrifugal Super Charger must be x275 legal. Over size specs ~~on turbos and~~ centrifugal super charger - disqualification from current race, no refunds, no points. Second offence - one year suspension.
- EZ Turbo - Max inducer 88mm, Max exducer 142.5mm. Over size specs on turbos - disqualification from current race, no refunds, no points. Second offence - one year suspension.
- (X275 Turbo Restrictions apply - Single turbocharger limited to 88mm maximum. *Garrett GTX GEN II/ PTE XPR/GENX (using current X275 exhaust/turbine measurements). 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. Stepped compressor wheel prohibited. Inducer minor dimensions may not exceed 80.9/85.9mm/88.9mm and Exducer backing plate and blade tip to tip dimensions may not exceed 133mm on MID-FRAME turbos except where noted. *The Garrett GTX GEN II/PTE XPR Inducer dimensions may not exceed 85.9mm/88.9mm, Exducer backing plate dimensions may not exceed 133mm. The Exducer tip to tip major diameter may not exceed 142.5mm. On mid-frame turbo claiming 85.9/88.9 on tip to tip inducer measurements the inspection tool must capture .200 of the blade tip to be eligible for the latest deductions in weight. (Tech insp. discretion) On LARGE-FRAME turbos the inducer may not exceed 85.9/88.9mm and Exducer major dimensions may not exceed 141.224mm. 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. Compressor map groove will not exceed .250 of an inch and must be maintained throughout the entire circumference of the groove. Adjustable map groove rings prohibited. Any turbocharger entry may be asked to remove the compressor cover and/or turbine housing for inspection. The turbine wheel may not exceed 113mm X 103mm on ANY turbocharger. Turbine wheels are only allowed to be constructed of Inconel material. Billet aluminum compressor wheel/impeller permitted. Any inconsistent modifications to compressor or turbine wheel, blades, hubs, cover, or housing, beyond accepted commercially available manufacturing process, is PROHIBITED. No reduction or milling permitted on the compressor or turbine retention nuts. (hub and turbine retention nut diameter minimum is .850) No bore-less shaft turbochargers permitted. Welded covers not permitted on any 80/88 permitted in X275. (*85 permitted with mod cover dimensions to follow) Cover revision from March 2020 applies. Please note all turbos will have a cast 1 piece cover. No inserts, welding, or two-piece covers permitted. Compressor housing and inlets must be manufactured solely from a single continuous casting. Any turbo not meeting this criteria will be deemed illegal and will not be permitted to compete in X275.

Tires

- 28x10.5w Slick or 275/60/15 Drag Radial Pro or 28x10.5 PBR (see adder below)
- ~~Nitrous option OR~~ Naturally Aspirated - 29.5/10.5-15W Slick

Transmission

- OEM style automatic transmissions
- Liberty Transmissions permitted with clutch only. (Naturally Aspirated combinations may run converter).
- Lock up permitted (see adders below)

Fuel

- Gasoline and Alcohol permitted

Safety

- Engine Diaper - Mandatory. Non SFI units OK
- Fire System - Mandatory
- HANS (or equivalent) device - Mandatory

Nitrous

- Nitrous systems limited to 4 solenoids (2 nitrous and 2 fuel) for big block entries.
- Big Block single stage systems permitted. Must use fogger or plate, no combination of the two will be permitted. Second kit - hose from turn to inlet on solenoid MUST NOT BE PRESENT, Inlet adapter must be capped, magnets from second stage MUST BE REMOVED. Nitrous Big Block - adding second kit - one year suspension, no refund, no points.

- Multi Stage is permitted on Small Blocks.
- Fogger systems limited to single nitrous and fuel nozzle per cylinder with single nitrous and fuel feed per nozzle for BB entries.
- Plate systems limited to single plate.

Small Block Nitrous

- 2500# @ 410ci Base
- +3lbs. per ci above 410
- -3 lbs. per ci under 410
- All SB combos to a maximum Base weight of 2650 lbs.

Big Block Nitrous

- Maximum displacement of 565ci for Non-Conventional Heads.
- Maximum displacement of 632ci for Conventional Heads.
- Only x275 legal Big Block Nitrous Heads are considered "Conventional".
- Maximum Bore Space of 4.900"
- 2750# base weight.
- Conventional Heads +3lbs. per cubic inch above 510 to 588 and +2lbs. per cubic inch from 589 to 632.
- Non-Conventional Heads +3lbs. per cubic inch above 510 to 565ci.
- All Cylinder Heads -2lbs. per cubic inch down from 510ci to 460ci
- All BB combos to a minimum base weight of 2650 lbs.

Buick Pontiac Oldsmobile (BOP)

- 2675# base weight
- +3lbs. per cubic inch above 510ci up to Max Displacement.
- -2lbs. per cubic inch down from 510ci to 450ci

Supercharger (Single Centrifugal)

- Blowers permitted: F1R, F1X, F3D-102, F3D-106, F3R-102, F2.
- Max inlet is 115mm
- No reducers of any type allowed
- Max cubic inches 470ci
- Small Block with F1R - 3000#
- Small Block with F3D-102 - 3000#
- Big Block with F1R - 3100#
- Small Block with F1X or F2 - 3000#
- Big Block with F1X or F2 - 3100#
- Small Block with F3D-106 - 3150#
- Big Block with F3D-106 - 3250#
- Small Block with F3R-102 - 3150#
- Big Block with F3R-102 - 3250#

Turbocharger

- 88mm Single Turbo Max.
- 88mm diameter inducer max/ 142.5mm diameter exducer max.
- All air entering turbo must pass through the front of the turbo.
- Any entry not fitting the criteria will be disqualified or given a weight adder as deemed fit.
- Max cubic inches 470ci
- Small Block - 3175lbs.
- Big Block - 3275 lbs.

Naturally Aspirated

- Max cubic inches 650ci for Big Block and 490ci for Small Block
- Maximum bore space is 4.900" for Big Block
- Any carbs or throttle bodies permitted
- Any transmission permitted with a torque converter or a clutch
- Small Block - 2200 lbs.
- Big Block - 2500 lbs.

Weight Breaks

- No frontal air intake (all combos), deduct 50 lbs.
- SB Turbo/Blower 440ci or under with Inline Heads, deduct 75 lbs.
- Conventional Head Big Block Nitrous, deduct 50 lbs. (BOP not applicable).
- Nitrous Cast intake, deduct 25 lbs.

- Non W 28" slick, deduct 25 lbs. (not to be combined with Radial adder).
- **Mid frame 88 Max Turbo deduct 100lbs.**
- Mod motor (330ci max) deduct 200 lbs.
- 8.2 deck height engines (360ci or less) deduct 200 lbs.
- Belt Driven Centrifugal Super Charger deduct 50lbs.

Weights Adders

- Using alcohol, add 50 lbs.
- Using wheelie bars, add 50 lbs.
- Smith Race Craft bolt-on front chassis/ suspension kit, add 50lbs. (must maintain OEM style control arm/ spring/ shock style – strut conversion prohibited)
- Radials add 50 lbs. (Nitrous not applicable)
- Nitrous Billet Heads and Block, when combined, add 50lbs.
- Lock up Nitrous combo, add 50lbs. (SB not applicable)
- Lock up Boost combo, add 75 lbs.

Rules are subject to change without notice and in the spirit of the competition will be reviewed continually throughout the season.

4.00 PRO MOD

1/8 Mile, .400 Pro Tree, 4.00 et index, all run on Pro Ladder.

Cars can not run quicker than 4.00 E.T. This is a heads-up style class with a cap

- Any Tire.
- No Down Track Throttle Stops or Stutter Boxes.
- All other bracket racing aids/ starting line aids permitted.
- All entries must have an engine diaper or containment pan.
- All drivers must wear Hans or similar and safety gear rated for ets and speeds being run.

WARRIORS (5.0)

1/8 mile, .400 Pro Tree, Stock Appearing Body

Cars can not run quicker than 5.00 E.T. This is a heads-up style class with a cap.

- Body and Chassis – 7.50 cert minimum, Door cars and Roadsters permitted.
- **TIRES – 28x10-5w or 275/60/15 drag radial.**
- **Smith Race Craft Bolt-on style front ends permitted (A arm & Strut).**
- One Power adder permitted.
- Air shifter permitted.
- All entries must have an engine diaper or containment pan.
- All drivers must wear Hans or similar and safety gear rated for ets and speeds being run.

STREET275 - ST

1/8 Mile, .400 Pro Tree, Stock Appearing Body

Cars cannot run quicker than 5.50 E.T. This is a heads-up style class with a cap.

Tires

- 28 10.5 slicks, 275/60/15 Radials (Pro Radials allowed) max sidewall designation allowed.
- Slick tires, biased DOT or drag radials permitted.

Body/Interior:

- Factory street type cars/trucks. Domestic and import allowed.
- OEM style (and material) roof, quarters and rockers mandatory.
- Wheel Tubs Allowed.
- Working headlights and taillights mandatory, this means headlights not fog lamps.
- No dragsters, roadsters, altered, or center steer cars.
- Must be street appearing. Must have 2 front seats or 1 bench seat. Carpeted interior even if rear seat is removed. Factory appearing dash or pre-approved dash pad required (aluminum Sheet Metal dash NOT allowed). Must have any interior door panels.
- Windows, lexan and light weight permitted.

Chassis:

- No Wheelie Bars

Electronics:

- No bracket racing aids, no throttle stops (electric or pneumatic), no optical sensors.
- No delay boxes permitted for starting line procedures or other driver aided electronics.

Continued on next page

- The application or use of any device, mechanical or electronic that permit the driver to ascertain the position of their vehicle in relation to the starting line is prohibited.
- Progressive nitrous controller system permitted.
- No electric or air shifters permitted!!!! MUST MANUALLY SHIFT CAR IN THIS CLASS!!
- All cars must meet the IHRA/NHRA safety requirements.
- Drivers must wear the safety equipment required for the ET's being run.

Miscellaneous:

- Lower Engine containment device mandatory.

RULES ARE SUBJECT TO CHANGE AT ANY TIME WITHOUT NOTICE IN ORDER TO KEEP PARITY IN THE CLASS.

KOTS: (BIKE CLASS)

1/8 Mile, .400 Pro Tree, All Run

ENGINE: Bikes are permitted a single power adder. Air or electric shifters permitted.

NITROUS OXIDE: Any style nitrous system is permitted.

SUPERCHARGERS: limited to a single centrifugal-style supercharger

TURBOCHARGERS: Limited to one turbo. Any type of inter-cooling is permissible. Nitrous may not be used as a cryogenic cooling source.

CLUTCH: All cutches are permitted.

WHEELIE BARS: Wheelie bars are prohibited.

TIRES: DOT-approved motorcycle street tires only. Slicks are permitted on NA motors only.

ELECTRICAL: Taillight and kill switch are required. Taillight is required to be on past dusk for track safety purposes.

WHEELBASE MEASUREMENTS: In order to aid in performing wheelbase measurements, all entrants must have axles with either dimples or holes located in the centre of the axles.

GROUND CLEARANCE MEASUREMENTS: Rider must remain seated with full weight on the bike and measurement will be made to the lowest metal part on the bike.

WHEELBASE HEIGHT & LENGTHS:

NA: 2" minimum ride height to lowest part on bike

Nitrous: 2" minimum ride height to lowest part on bike.

Turbo: 6g" Wheelbase max/ 2" minimum ride height to lowest part on bike.

Turbo: 70" Wheelbase min/ 3" minimum ride height to lowest part on bike.

2" Minimum ride height to lowest part on bike

STOCK WHEEL BASE BIKE

1/8 Mile, .400" Pro Tree, 1/4 Mile

SWB motorcycle is a heads-up class for stock wheelbase motorcycles.

Bikes qualify based on ET. Lane choice is determined by qualifying position

Chassis

- Chassis – one stock frame is required. Aftermarket swingarm permitted. Cut frame (Cut Rail) and short neck modifications permitted.
- OEM wheel base +/-1"
- Suspension – minimum 2" ground clearance to any part for All-motor entries. Minimum 4" for power adder.
- Electrical – stock ecu, fully operable headlights and taillights are required. Horn and signals may be deleted.
- Air shifters are permitted.
- Wheelie Bars prohibited.
- No ballast.

Engine

- Power adders permitted.

Clutch

- Hand Clutch – stock style clutch is required. Heavy springs and Brock's Performance style clutch 'mods' are permitted.
- Hand Slider, Full Slider and Lock ups prohibited (MTC Gen 2 style).

Tire

- Any dot tire permitted

RULES ARE SUBJECT TO CHANGE AT ANY TIME WITHOUT NOTICE IN ORDER TO KEEP PARITY IN THE CLASS.

7.90 - BIKES

1/8 Mile, .400" Pro Tree, 7.90 index

- Power Adders Permitted.
- Any tire permitted.
- Bar Bikes Permitted.
- Any length permitted.
- Down track electronics to slow bike prohibited.
- 2 step permitted.
- Launch control permitted.
- Sleds prohibited.
- Quads prohibited.
- Air Shift Permitted.
- Quick Shift permitted.
- Auto Shift permitted.
- One rider/ one bike (per race).
- No delay boxes.
- Deep staging permitted.

LOW9 - BIKES

1/8 Mile, .400" Pro Tree, 9.30 index

- Power Adders Permitted.
- Any tire permitted.
- Bar Bikes Permitted.
- Any length permitted.
- Down track electronics to slow bike prohibited.
- 2 step permitted.
- Launch control permitted.
- Sleds prohibited.
- Quads prohibited.
- Air Shift Permitted.
- Quick Shift permitted.
- Auto Shift permitted.
- One rider/ one bike (per race).
- No delay boxes.
- Deep staging permitted.

INDEXES

1/8 Mile, Pro Tree All run, qualified pro ladder.

Dragsters, center steer and Bikes Prohibited

Delay Boxes and Throttle Stops prohibited (must be removed or zero'd)

Auto shift, stage/ bump box permitted

4.50 Index (.400' tree)

5.50 Index (.400" tree)

6.0 (.400" tree)

6.50 (.500" tree)

7.0 (.500" tree)

7.50 (.500" tree)

JR DRAGSTER

1/8 mile, .500" sportsman tree

- Local Sanctioning Body Rules Apply.

SEE YOU AT THE TRACK!



This booklet is UNDER REVIEW AS OF November 25, 2022 and will become the official Heads Up Rule Book until further amended or when posted as such (on or before March 15, 2023). All previous listed, booklets, notifications and postings shall be considered a draft copy.

Ontario Grudge Wars specific class rules can be found on the website
www.ontariogrudgewars.com

Suggestions or comments can be made via Messenger or by email at
info@ontariogrudgewars.com

