

CANADA
HEADS UP

DRIVERS HANDBOOK



2026



CANADA HEADS UP

A Full Schedule Of 2026 Events

June 6th and 7th

June 27th and 28th

July 18th and 19th

August 15th and 16th

September 12th and 13th

October 3rd and 4th

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DRIVER'S HANDBOOK 2026

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

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

■ Introduction/ Participant Conduct

Ian Hill Racing Promotions (IHRP) is the only Drag Racing Promoter to have presented Heads Up/ Grudge style events on both sides of the Canadian/ US border. Highlighting both Headsup and Sportsman classes, this Heads Up - Door Car and Drag Bike based series will be the best of Class and Sportsman racing together under one organization. Our mission is to prove 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 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 throughout the season as required. The Board of Directors will be the consulting body for class rules. Rules questions, concerns or comments may also be submitted via rules@ontariogrudgewars.com.

■ Advertising Rights

Entries, competitors and Media, at IHRP events, by entering the event, 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 in full or in part. All rights reserved to IHRP.

■ Safety Inspection

Race events are held at National Hot Rod Association (NHRA) tracks or tracks that are members of other sanctioning bodies. 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 entrees 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 then 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

Continued on next page

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 weigh 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 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, similarly, Heads Up vehicles do not need to cross the scales if on a single, unless a record has been run.

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 will be posted prior to the start of the season (usually at the Driver's Meeting). 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 (except B&S). The Points Champions will be celebrated at the yearend banquet. Permanent car numbers/ decals must be used on Pro Category entries.

■ **Motorcycle Safety**

1 piece or 2 piece leather motorcycle suit, leather motorcycle gloves, motorcycle shoes or boots that cover the ankles are required. Functional tether or tip over sensor required.

■ **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 will 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 and will receive the minimum qualifying points (see Qualifying); said entry will be placed on the bottom of 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 (7 seconds – Jr Dragsters to be discussed) 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 unless directed by the Staging Lanes personnel.

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. Your crew is in charge of your car at the line. Any direction given to the driver other than that given by the Official Starter and TMP Starting-line Staff comes at your own risk of disqualification. Once staged, you have locked in

the pass and you should not back out of the beams unless directed to do so by the Official Starter/ TMP Starting-line crew. Backing out of the beams, without the direction from the Starter or TMP Starting Line staff may cause disqualification from the current run. If both competitors leave before the Tree is activated, the starter or tower official may advise on who left first.

■ Qualifying

Competitors will qualify in both lanes. The Tech department of CHU will make an effort to give lane designations to all Heads Up competitors. The representative at the head of the lanes may over rule lane designations at their discretion in favor of qualifying in pairs. 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 make a qualifying attempt (get the tires wet). Attempting to Qualify (Getting your tires wet) must be done under the vehicles own power. A competitor that gets on the Ladder by the minimum (getting tires wet) will receive the minimum qualifying points of 1 (one) point. No competitor shall be added or included on the official ladder if they 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 - however – that competitor must be present to make a Qualifying Call. If all qualifying sessions are canceled the ladder will be built off points, competitors on the ladder will receive attendance points and one point for qualifying (see Points). The first completed Qualifying session will be listed as Q1. Regularly scheduled Pro Category qualifying sessions will not begin after 7:00pm, this does not include special events nor added special qualifying sessions.

Interpretations: If you and the vehicle are not present, you are not racing.

■ 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 1 hour after 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. During the actual

Continued on next page

inspection process, only representatives of the protested vehicle and the CHU committee/ Board Members may be present. 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 visual inspection \$100
- 2) Cubic Inch check \$500
- 3) Nitrous, Forced Induction inspection (includes Nitrous kit/ turbo sizing check) \$300
- 4) Bike inspection or ride height check \$300
- 5) 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, and, 10th or higher - 1 point.
- If all qualifying is cancelled and the ladder built off the Points Spread Sheet, all competitors on the Ladder will receive 1 point for qualifying.
- Each round win during eliminations (all classes): 10 points.
- Race day class champion: 1 point

**Official Records – ET and MPH records will be recorded in each class (except B&S and Jr Dragster). Points will be only awarded to the “holder” of a new ET 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 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. At the discretion of the*

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Race Director or Tech Director record runs may not become official until entry has undergone a post-race technical inspection. All records will be reset to minimum after 2 years of inactivity. Record-reset will be triggered by 2 years to the month of inactivity. The date of reset will be at the end of that calendar year. (i.e – record set July 2025, that stays inactive until July 2027 would be triggered to be set to “min” before the 2028 season begins. As such – all current records posted at Dead-On the index will be reset to “min” for the 2026 season. All other records will be dated Sept 2024 unless set or re-set during the current season, in which case we will add the current date to the record (please see the next point spread sheet update). (Minimum means the class record is ready to be set at the next race).

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, then:
- 2) Most event runners-up, then:
- 3) Most events entered, then:
- 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– The vehicle may only be entered in a class once. A vehicle may be entered into another class with a different driver. (except Bike Indexes and B&S – multiple classes/ same driver permitted).
- Bike Indexes and Bikes and Sleds – Double Classing/ same driver permitted – the series will not delay the schedule for cool down time (Bikes entered into Index class/es may not be entered into a heads Up class).
- 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.

■ Re-Entry

It is the sole and ultimate responsibility of each contestant to answer the call to the staging lane.

■ 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. During Elimination rounds, drivers should come to the lanes, staying at the beginning of the lanes to wait for your competitor. If your class has all moved up to prepare for your class run off, you should move forward with the class, staying at the back of the class waiting for your competitor to arrive. No competitor shall move to the front of the lanes without their competitor beside them unless it has been previously agreed upon between competitors. If a competitor can not fire up or loses fire in the lanes or before staging and can not restart, that competitor will be put on a 2 minute clock. At the end of 2 minutes, if that competitor can not fire up, the other competitor will be asked to proceed to the staging beams. (see NHRA General Rules if further clarification is required).

■ 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. Loose ballast found in Push vehicle after Car has made its Qualifying or Eliminations run and before the Scale will cause vehicle being pushed to be disqualified from current race without refund and without points. Second offence - one year suspension.

CLASS REGULATIONS

PRO10.5

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

Max 10.5W x 33 Tire • Single Power Adder • Any Transmission

- › Door-cars/ Trucks only.
- › Extended nose or chin spoiler and beam tripping device permitted.
- › Body overhang or extenders past 45" prohibited.

See PDRA's website for car combo vs. weights: www.pdra660.com

Rules are subject to change based on the PDRA's website and notification system - without notice and in the spirit of the class, rules will be reviewed continually throughout the season.

SUPER STREET - SS

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

Max 10.5W x 33 Tire • Single Power Adder • Any Transmission

- › Door-cars/ Trucks only.
- › Extended nose or chin spoiler and beam tripping device 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 under 800" – 2700lbs.
- › BB Nitrous – 5.00" bore space over 799" – 2750lbs.
- › BB Nitrous – 5.2" bore space – 2850lbs.
- › SB Single Turbo – 2750lbs* (Max 122mm).
- › BB Single Turbo – 3050lbs (Max 122mm).
- › SB Twin Turbos – 88mm or smaller – 2950 lbs.
- › SB Twin Turbos – 91-94mm – 3050 lbs*.
- › SB Centrifugal Supercharger (max 136) – 2750lbs.
- › BB Centrifugal Supercharger (max 136) – 3050lbs.
- › SB Roots – 2700lbs*.
- › BB Roots – 2850lbs.
- › Import 2-rotor – 1800#.
- › Import 3-rotor – 2200#.
- › Import 4-cylinder – 1900#.
- › Import 6-cylinder – 2300.
- › Maximum engine size for all turbo charged entries is 670 ci.
- › No Combo is permitted if over 3200lbs .

■ Fuel

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

■ Tire

- › Any Slick 10.5w wide by 33" maximum tall (radials prohibited).

■ Misc.

- › Lower Engine containment device mandatory.
- › Import 4 and Import 6 use of nitrous to spool turbo/s permitted.

■ Weight Breaks

- › 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.
- › Smaller than 33" diameter slicks, deduct 50lbs.
- › 28x10.5w slicks, deduct 100lbs", not to be combined with any other tire deduction.
- › Twin turbo combinations using 84mm or smaller, deduct 50lbs.
- › Twin turbo combinations using 80mm or smaller, deduct 100lbs.

■ Weights Adders

- › Small Block non-stock bore space Boost add 100lbs over small block base.
- › Non-stock SB over 500 cubic inch Boost add 100lbs.
- › Lock Up Converter driven add 50lbs (NA not applicable).
- › 2JZ inline 6, add 50lbs.
- › TB Nissan inline 6, add 250lbs.
- › Wheelbase over 2" longer than stock (for body of car), add 50lbs.
- › Hemi or 481x add 100lbs (Forced Induction only).

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.
- › Beam Tripping Device/ 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 –Centrifugal Super Charger - over size specs centrifugal super charger – disqualification from current race, no refunds, no points. Second offence – one year suspension.
- › EZ Turbo – Ultra Street legal 76mm or 2026 optional - 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.

When ordering a new turbo for the class, the following restrictions apply:

01/13/2026 Ver 10 – 76mm option

- › All cast wheel turbochargers (mid-frame GT47/S400 chassis only) must be as manufactured from factory with an “as cast” or billet wheel. For “cast or billet wheel turbo”, any inconsistent modifications to compressor or turbine wheel, blades, hubs, cover, or housing, beyond accepted commercially available manufacturing process, is PROHIBITED. Compressor inducer cannot exceed 76.6 mm. Maximum inlet diameter for compressor housing will not exceed 78.6 mm (2 mm for housing/wheel clearance). Reducers PROHIBITED. Compressor exducer (this includes the backing plate and the tip to tip measurement) cannot exceed 116 mm and at no point extend past the 116 mm backing plate (i.e. no reverse clipping of the wheel permitted). Inducer blade tip measurement will take place at the leading edge (must capture .200 of blade tip) where the tip meets the compressor housing and must extend to the final exducer measurement without steps. Compressor map groove will not exceed .250 or (.180 on E85/M1 SB Combo) of an inch @ 90° perpendicular to the inlet and must be maintained throughout the entire circumference of the groove. Compressor wheel must not be visible through the map groove or surge slots. Adjustable map groove rings prohibited. Any turbocharger entry may be asked to remove the compressor cover for tech inspection. The turbine wheel will not exceed 96.5 mm x 88.5 mm. Turbine wheels are only allowed to be constructed from Inconel material. Compressor wheel/impeller must only be constructed of cast or billet aluminum material. Bore-less shaft PROHIBITED. Reducers PROHIBITED. No reduction or milling permitted on the compressor or turbine retention nuts. Compressor retention nuts will be a minimum of

Continued on next page

.650 or 19% of hub diameter. Turbine retention nuts will be a minimum of .850 or 20% of hub diameter.

As of 04/29/2026 Ver 11 X275 Drag Radial Rules:

➤ **TURBOCHARGERS:** Single turbocharger limited to 88mm maximum. *Garrett GTX GEN II/GTR/PTE XPR/GENX/Harts/Bullseye/HPT/CRT (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. 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 80.9/85.9/88.9 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) 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 .180 of an inch (unless otherwise noted in the weight section) @ 90* perpendicular to the inlet and must be maintained throughout the entire circumference of the groove. The compressor wheel must not be visible through the map groove or surge slots from any angle or a straight on line of site view. 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 114mm X 108mm 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. (Compressor hub nut .650 or 19% of hub minimum diameter and turbine retention nut diameter minimum is .850) No bore-less shaft turbochargers permitted. Welded covers not permitted on any 80/85/88 permitted in X275. 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. Cross bolts within 2 inches of turbine discharge flange grade 5 or better and compressor housing ballistic blanket will be required by June 1, 2024. SFI approved 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).
- 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 prohibited.

■ 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 ¼ 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.
- › 2450# @ 410ci Base.
- › 3lbs per ci above 410.
- › -3 lbs per ci under 410.
- › All SB combos to a maximum Base weight of 2700 lbs.

■ Big Block Nitrous

- › Maximum displacement of 580ci 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 OR +3.5lbs per cubic inch 566 to 580ci.
- › All Cylinder Heads -2lbs per cubic inch down from 510ci to 460ci.
- › All BB combos to a minimum base weight of 2700 lbs.
- › Buick Pontiac Oldsmobile (BOP) Nitrous.
- › 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)

- › Maximum cubic inches 470.
- › Single supercharger only.
- › Blowers permitted: F1R, F1X, F3D-102, F3D-106, F3R-102, R102X and R106X.
- › No reducers of any type allowed.
- › Max cubic inches 470ci.
- › Small Block with F1R, F1X, F3D-102, R102X – 2750#.
- › Small Block with F3R-102/ F3D-106, R106X – 2850#.

■ Turbocharger

- › Max cubic inches 470.
- › Single Turbo Only.
- › Maximum Turbo size 88mm.
- › 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.
- › Small Block - 3275lbs.

■ 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.
- › 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.
- › Slicks deduct 50lbs.
- › Non W 28" slick, deduct 75 lbs (not to be combined with other Slick Deduction).

■ 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 number of control arms and spring/shock style – strut conversion prohibited).
- › Nitrous Billet Heads and Block, when combined, add 50lbs.
- › Boost – non cast intake, add 25lbs.
- › Big Block Boost add 100lbs.

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

X275

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

- › 1/8 mile, .400 Pro Tree.

See Radial Outlaws website <https://radialoutlaws.com>

Rules are subject to change based on the Radial Outlaws's website and notification system - without notice and in the spirit of the class, rules will be reviewed continually throughout the season.

5.0 WARRIORS

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.
- › 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

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.
- › 17" rim or larger permitted with any size DOT tire or 28" drag radial/ slick.

■ 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, alteredes, 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 ling procedures or other driver aided electronics.
- › 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.
- › No automatic shifting unless equipped from factory.

■ Misc.

- › All cars must meet the IHRA/NHRA safety requirements.
- › Drivers must wear the safety equipment required for the ET's being run.
- › Lower Engine containment device mandatory.

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

PRO BIKE

1/4 Mile, .400 Pro Tree, All Run, Pro Ladder by Qualified position (1vs16, 2vs15 etc.)

› See **MOTORCYCLE RACER SAFETY** section in general rules

STOCK WHEEL BASE BIKE

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

› See **MOTORCYCLE RACER SAFETY** section in general rules.

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

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

■ Chassis:

› Chassis – one stock frame is required. Aftermarket swingarm permitted. Cut frame (Cut Rail) and short neck modifications permitted. Offset triple tree permitted.

› ALL MOTOR 60.5".

› POWER ADDER 59.5".

› Electrical fully operable headlights and taillights are required. Horn and signals may be deleted.

› Air shifters are permitted.

› Wheelie Bars prohibited

› No ballast.

■ Suspension:

› ~~N/A – Minimum 2" ground clearance to any part.~~

› ~~Power Adder – Minimum 3" ground clearance to any part.~~

› ~~Aftermarket ECU – add 1".~~

■ Electronics:

› Aftermarket ECU permitted.

› Wheelie Sensor prohibited.

› Gyroscope style sensor/ control prohibited (ie. pitch angle control).

■ 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).

› **Bleeder valves (or Jets to slow down fluid) prohibited.**

■ Tire:

› Any dot tire permitted.

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

7.77 BIKE:

1/4 Mile, .400" Pro Tree, 7.77 index

See **MOTORCYCLE RACER SAFETY** section in general rules

› 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.

HIGH8s:

¼ Mile, .400" Pro Tree, 8.90 index

See MOTORCYCLE RACER SAFETY section in general rules

- › 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 and Bikes Prohibited. Center Steer permitted (Gasser and Altered style vehicles).

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 Rules Apply

SEE YOU AT THE TRACK!



CANADA HEADS UP

This booklet is UNDER REVIEW AS OF November 13, 2024 and will become the official Heads Up Rule Book until further amended or when posted as such (on or before March 15, 2025). 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