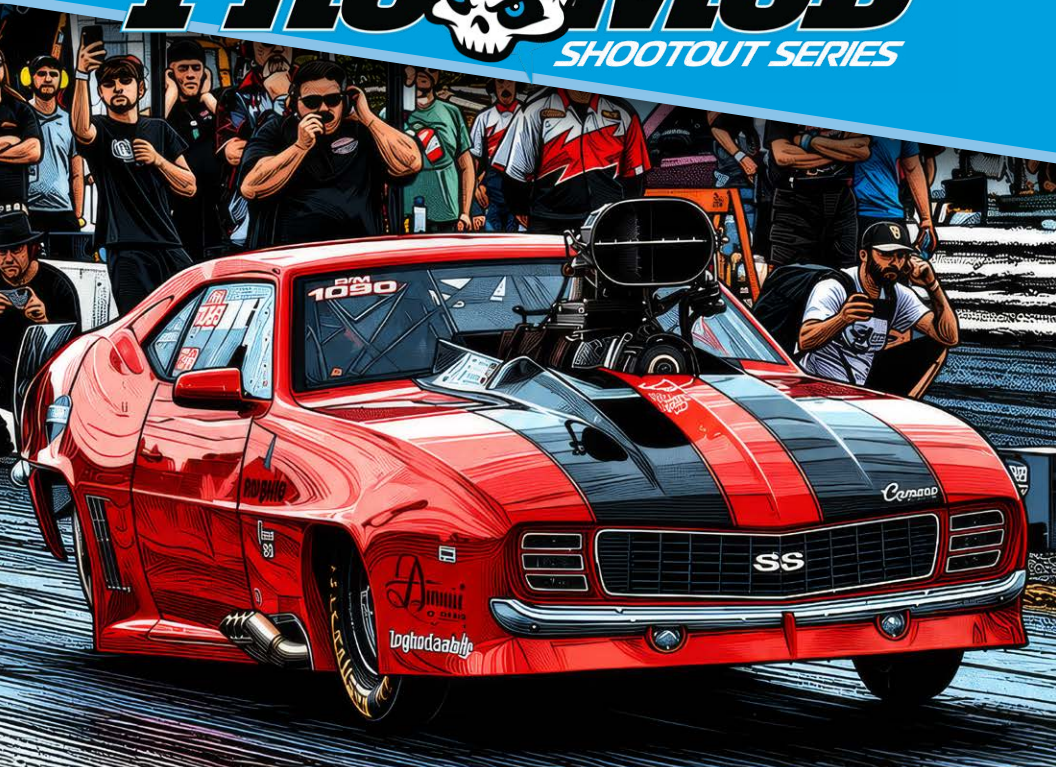


**IHRP**  
**PRO MOD**  
*SHOOTOUT SERIES*



**RULE  
BOOK  
2026**

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## **Introduction/ Participant Conduct:**

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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 behavior 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 [ian@diltspiston.com](mailto:ian@diltspiston.com)

## **Advertising Rights:**

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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:**

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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 IHRP Pro Mod Series 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:**

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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.

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.

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 entries will be added to the bottom of the list in alphabetical order by last name.

## **General:**

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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 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.*

## **Starting Line:**

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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 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 con-

ducted. 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:**

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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. When Qualifying lists are used, the Racers will follow the run order

provided. If a racer can not make their allotted slot, they will not be permitted to make that qualifying session run.

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

## Lane Choice:

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First round lane choice is by qualifying position, subsequent lane choice is by faster et in previous round. #1 qualifier will pick their run position for E1. Quickest E.T. in subsequent rounds will pick their run position.

## Protest:

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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 directly to the Race Director and/or Competition Director in person. During the actual 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 over drive inspection) \$300
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:

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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.
- Establishing a MPH 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 win: 1 point

*\*Official Records – ET and MPH records will be recorded in each class. 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 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 (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:**

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- Vehicle changes are permitted during qualifying only.
- The vehicle may only be entered in a class once.
- 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.
- When changes must be made, the driver must qualify during the normal scheduled qualifying rounds for that event. No changes are permitted after qualifying has been completed.
- Driver must stay within class and have proper credentials to drive replacement vehicle.
- Class car changes (SS/ EZ): replacement car must have a minimum of a 6.0 cert cage, run the minimum tire size and fit all other aspects of the class rules.

## **Re-Entry:**

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No Car entered into CHU competition on Sunday will be eligible to make test passes on Sunday. Similarly, no car entered into any IHRP event weekend (this includes but is not limited to, Friday Testing, Friday Night TNT, Saturday and/or Sunday CHU events) shall be permitted to make passes post CHU event conclusion (CHU racer, car, car owner shall NOT be granted permission for after hours testing nor will be granted permission to rent the track on a Saturday night or Sunday night after CHU event is complete for the purpose of testing). Permission for such a request will remain at the discretion of the Race Director at the time of request and it will not be presumed permission shall be granted because said vehicle could not make the call for their competition class nor make the event in time to make runs.

## Making the Call:

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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:

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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.

## Car Classification Guide:

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### Pro Modified – PM

**.400 Tree/ Heads Up/ 8 car qualified ladder/**

**34.5x17 slick tires minimum/ full composite bodied cars only**

*ALL WEIGHTS INCLUDE DRIVER AT CONCLUSION OF RUN*

- **BB Roots Supercharger** (No Lock-Up) – 2,445 lbs.
- **BB Roots Supercharger** (Lock-Up) – 2,480 lbs.
- **BB Centrifugal Supercharger** (No Lock-Up) – 2,695 lbs.
- **BB Centrifugal Supercharger** (Lock-Up) – 2,720 lbs.
- **BB Screw Supercharger** (92% Max OD) (No Lock-Up) – 2,605 lbs.
- **BB Screw Supercharger** (92% Max OD) (Lock-Up) – 2,655 lbs.
- **BB Twin Turbocharger** (No Lock-Up) – 2,635 lbs.
- **BB Twin Turbocharger** (Lock-Up) – 2,685 lbs.  
(4.9 Hemi limited to twin 88s)
- **SB Twin Turbocharger** (88mm max, Lock-Up permitted) – 2585 lbs.
- **SB Single Turbocharger** (122mm, lock-up permitted) – 2,150 lbs.

- **SB Single Turbocharger** (131mm, lock-up permitted) - 2,250 lbs.  
(SB max bore space - 4.600")
- **4-cylinder** - no minimum
- **6-cylinder** - 2300lbs
- **BB Nitrous** (911ci +) - 2365 lbs.  
(910ci or less) - 2300 lbs.
- 5.300" maximum bore spacing 12.6" maximum deck height
- **Adders/ Deductions: Boosted Combos**  
Add 25 lbs. for Transmission with four (4) or more forward gears.
- **Nitrous Combos**  
Add 15 lbs. for transmissions with four (4) or more forward gears (converter combos only)
- **All NHRA safety rules apply**
- **Seat insert mandatory**
- **HANS device (or similar) mandatory**
- **Engine oil containment device mandatory**
- **Chassis certification must be current and valid**
- **Competition Driver's license must be valid**

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