

OUTLAW DRAG RADIAL

FORMAT: This is a 1/8 mile heads-up class run on a .400 pro tree with a pro ladder. Courtesy staging and auto start is in effect. ODR will be a qualified 8 or 16 Car field, plus a Shootout.

BODY: Must be a factory production type vehicle. Must be street appearing with factory body lines, Must have stock appearing dash. One piece front ends permitted but must retain stock appearance and have working lights. Fiberglass/carbon fiber body parts limited to hood, fenders, doors, roof skin, deck lids, hatch and bumpers, unless car is composite from factory. Any change or alteration of body lines or dimensions is prohibited. Minimum ground clearance of 3" from the front of the nose to 12" behind centerline of the front axle. Maximum front overhang 45" from centerline of front spindle.

CHASSIS: Back-half type cars permitted. Front frame to be original O.E.M. type and must be fully intact from firewall to center line of spindle. Stock like front frame rails mandatory. Direct bolt in aftermarket parts permitted. Factory front frame must be connected to K-member or lower suspension component by welding or bolting. Double round tube frame rails from firewall forward prohibited.

FIREWALL: The stock firewall must be in stock location. Firewall will be measured based on manufacturer's specifications. Engine must remain in front of firewall. Firewall cannot be modified for engine placement. Firewall may be notched for exhaust or distributor clearance.

WHEELBASE: Wheelbase must be within 2" of factory dimensions. Maximum front end stagger is 2". Wheelbase will be measured from centerline of front spindle to centerline of rear axle.

OIL RETENTION: Lower engine containment device or diaper is mandatory.

EXHAUST: Mufflers or inserts are required on all cars except turbo cars.

AIR BOTTLES: Air bottles on naturally aspirated, supercharged and turbocharged entries are to be filled with CO2 only. The use of nitrous oxide is prohibited.

FUEL: Gasoline is permitted on all cars. Methanol is permitted on non-intercooled cars only. Nitro methane is prohibited. All fuels are to be unmodified fuel as produced by manufacturer and must be commercially available. The use of fuel additives to enhance performance is prohibited. ALL entries are subject to random fuel check at any time.

SPECIALTY PARTS: The use of specially produced "one off" parts that are not commercially available and are deemed to have a performance advantage is prohibited. This includes but is not limited to blowers, turbochargers, torque convertors, nitrous systems etc.

SUSPENSION: Any style rear suspension is permitted. Stock style front suspension is required and must remain in stock location. Cars that were equipped from the factory with a bolt in front sub-frame are permitted to replace the sub-frame with a commercially available aftermarket bolt in sub-frame. Wheelie bars are prohibited on all cars.

TIRES: Maximum size radial tire is 315/60/15.

RULE REVISIONS: In order to maintain the most level playing field possible, Capitol Raceway will constantly monitor the performance numbers of the numerous combinations in this class. From time to time, it may be necessary to adjust minimum weights to help promote class parity. These changes will be made if a particular combination is deemed too dominant. Racers should take this into consideration whenever they are constructing their cars. Any rule revisions deemed necessary by Capitol Raceway will be officially posted on www.capitolraceway.com

Minimum Weights: All minimum weights include the driver.

SB - NITROUS INJECTED

SB: No minimum weight

BB - NITROUS INJECTED

BB (standard bore space): 2650 lb.

BB (5.0 bore space): 2750 lb.

BB (5.2/5.3 bore space): 2850 lb.

SB – SINGLE SUPERCHARGER

SB (Single Supercharger - F1X/F2/or equivalent): 2700lb.

SB (Single Supercharger - F3): 2850 lb.

** Inline Cylinder Head: Deduct 50 lb.

SB – TWIN SUPERCHARGERS

SB (Twin Superchargers - F1X/F2/or equivalent): 2950 lb.

** Inline Cylinder Head: Deduct 50 lb.

BB – SINGLE SUPERCHARGER

BB with Conventional Heads (Single Supercharger - F1X/F2/or equivalent): 3000 lb.

BB with Conventional Heads (Single Supercharger - F3): 3200 lb.

BB with Big Chief or Ford Equivalent (Single Supercharger - F1X/F2/or equivalent): 3050 lb.

BB with Big Chief or Ford Equivalent (Single Supercharger - F3): 3250 lb.

BB – TWIN SUPERCHARGERS

BB with Conventional Heads (Twin Superchargers - F1X/F2/or equivalent): 3200 lb.

BB with Big Chief or Ford Equivalent (Twin Superchargers - F1X/F2/or equivalent): 3250 lb.

SB – SINGLE TURBO

SB (Single Turbo - Up to 94mm): 2700 lb.

SB (Single Turbo - 95mm-106mm): 2800 lb.

SB (Single Turbo - 107mm & larger): 2850 lb.

** Single Pro Mod Turbo: Add 50 lb.

** Inline Cylinder Head: Deduct 50 lb.

SB – TWIN TURBO

SB (Twin Turbo – GT4788 / PT8884 / T48074 / S500-88): 2950 lb.

SB (Twin Turbo – All other 88mm including Pro Mod 88): 3050 lb.

SB (Twin Turbo - 91mm): 3150 lb.

SB (Twin Turbo - 94mm Max): 3250 lb.

** Inline Cylinder Head: Deduct 50 lb.

BB – SINGLE TURBO

BB with Conventional Heads (Single Turbo – Any size): 3100 lb.

BB with Big Chief or Ford Equivalent (Single Turbo – Any size): 3150 lb.

481X, Hemi, 5"+ Bore, or Billet Head (Single Turbo – Any size): 3200 lb.

BB – TWIN TURBO

BB with Conventional Heads (Twin Turbo – GT4788 / PT8884 / T48074 / S500-88): 3150 lb.

BB with Conventional Heads (Twin Turbo – All other 88mm including Pro Mod 88): 3250 lb.

BB with Conventional Heads (Twin Turbo - 91mm Max): 3350 lb.

BB with Big Chief or Ford Equivalent (Twin Turbo – GT4788 / PT8884 / T48074 / S500-88): 3200 lb.

BB with Big Chief or Ford Equivalent (Twin Turbo – All other 88mm including Pro Mod 88): 3300 lb.

BB with Big Chief or Ford Equivalent (Twin Turbo - 91mm Max): 3400 lb.

481X, Hemi, 5"+ Bore, or Billet Head (Twin Turbo – Must use 88mm turbo reduced to 85mm): 3400 lb.

V-10 (Twin Turbo - 91mm Max): 3400 lb.

OVERALL DEDUCTIONS & ADDITIONS

** 275/60/15 tire: Deduct 50 lb.

** Aftermarket 4-Link Suspension: Add 50 lb.