

Heads Up Hustle Rules & Classes

Classes

Unlimited 1/4 mile .400 Pro Tree – Any engine, any drag racing tire, any car that meets the general rules.

Small Tire 1/8th mile .400 Pro Tree – OE steel body cars (except for Corvettes) Only allowed non OE body panels are hood, deck lid/hatch, bumpers, fenders, and doors. No one piece front ends (hood doesn't count as a piece). 28x10.5 non W or smaller slicks or 275 or smaller radials. No wheelie bars.

Stick Shift 1/4 mile .400 Pro Tree – Any car with H pattern manual transmission that leaves the line with a foot operated clutch.

Naturally Aspirated Big Block 1/4 mile .400 Pro Tree – All Mopar 426-based Hemis, Chrysler early Hemi, big-block Mopars, big-block Chevys, big-block Fords, and FE Fords will run in Big-Block classes regardless of displacement. Must not use any power adders of any type.

Naturally Aspirated Small Block 1/4 mile .400 Pro Tree – Engine displacement must be 430ci or smaller. Engine can not be based on a Mopar 426-based Hemi, Chrysler early Hemi, big-block Mopar, big-block Chevy, big-block Ford, or FE Ford. Must not use any power adders of any type.

Daily Driver 1/4 mile, .400 Pro Tree – Cars must have factory interior including headliner, full carpet, stock dimension dash, door panels, all factory seats except for driver and passenger seats. All cars in this class must have functional heat and air conditioning if factory equipped. AWD allowed.

Street (Hard) Tire 1/4 mile, .400 Pro Tree – All cars must have all driven tires be a 200 treadwear tire or greater. AWD allowed. No drag radials, or slicks. Will be required to race out of the groove.

Hot Rods and Gassers 1/4 mile, .400 Pro Tree – Gassers must be 60s and older cars with a straight front axle, lifted front stance, period appearing wheels. Hot rods must be cars from the 1920s to 1950s. No bead locks allowed, cars must have a gasser or hot rod look.

Full Size Truck 1/4 mile .400 Pro Tree – Full size or larger trucks (no S10s, rangers, etc). Cab must be steel (or aluminum for late model trucks), and the bed must have sides and a tailgate. Full size SUVs are eligible for this class with prior approval.

Motorcycle 1/4 mile .400 Pro Tree – Open to any street legal two wheeled motorcycle able to make the drive while without any support vehicles. Must carry all their own stuff just like every other class. Motorcycles may pull trailers or have sidecars for the drive portion of the event.

10.0 Index 1/4 mile .400 Pro Tree – Open to all cars that comply with the general rules.

11.50 Index 1/4 mile .400 Pro Tree – Open to all cars that comply with the general rules.

13.0 Index 1/4 mile .400 Pro Tree – Open to all cars that comply with the general rules.

General Rules

- **Race Format**
 - Heads up drag and drive race with two days of qualifying followed by eliminations on the third day.

- Qualifying will be based on the average of the fastest time run each day during qualifying. Example: If a car runs a 9.87 on Friday, and a 10.03 on Saturday, their time used to set the elimination ladder will be the average of those two which is a 9.95.
 - Index classes will be qualified by the closest average from both days of qualifying to their index. Index racers may not turn in a time slip faster than their index.
 - On Friday and Saturday during qualifying, all cars in all classes will be able to make as many passes as they want on a first-come, first-served basis until the race director announces that the staging lanes are closed. When the lanes are closed, the cars already in lanes at that time will be allowed to run.
 - Racing will take place in the morning and early afternoon and the drives will be in the afternoon and evening.
 - All racers must complete a minimum of one timed run per day during qualifying to remain in competition.
- **No Support Vehicles**
 - Each racer must haul all their own support equipment with their race vehicle after the event starts.
 - Each competition vehicle may tow a single-axle cargo trailer to carry tools, supplies, and spare parts.
 - No one can carry parts, tools, or other supplies for you.
 - Every race vehicle must move under its own power for the entire event, with the only exception being a short push or tow during an emergency to get a car out of a potentially dangerous situation such as the shoulder of a highway. As soon as a vehicle is in a safe location, it may not be towed or hauled if the racers wish to repair and continue the event.
 - Racers can help other racers during the event for unplanned breakdowns or impromptu help. However, they may not be a “pit crew” for changing from race to street tires, or other scheduled work. Vehicles entered with the obvious intent of supporting another competitor with parts, tools, supplies, fuel, or manpower subject both entries to disqualification at the Race Director’s discretion. It is not our intent to keep friends from helping friends but to prevent entries from acting as support vehicles for other competitors. If an entry receives regular, daily assistance from any person who is not a registered passenger in that entry’s car, that person is considered illegal support.
 - If a competitor is caught in violation of any of these rules, they may be disqualified at the race director’s discretion.
 - If you want to stay in your motor home/ RV for any of the nights during competition, (Friday night or Saturday night) you can but you must not park your car near your motorhome and nothing can be transferred between them. Violators are subject to disqualification.
- **Competition Rules**
 - All vehicles must meet the NHRA safety rules for how fast they will run.
 - All drivers must wear a helmet regardless of if the car goes fast enough for the NHRA to require it.
 - A engine oil containment device will be required for all cars faster than 10.00 in the quarter mile or 6.30 in the 1/8th mile.

- Every competitor must complete a minimum of one qualifying pass each day during qualifying order to remain in competition. Cars must be staged under their own power and take the green light to qualify as making a pass. Entries that take the green but are unable to complete a full pass will be given an e.t. of 20 seconds for that run.
- Protesting another racer requires detailing the rule infraction in writing, submitting a \$100 fee, and supplying any evidence, including photos or video. If the protest is upheld or negated by forfeiture, the \$100 is returned. If it is not upheld, the \$100 goes to the racer being protested.
- It is the competitors' responsibility during qualifying (Days 1 and 2) to hand in their fastest time slip to the specified Heads Up Hustle team member each day before leaving the track.
- Double entries are allowed. In order to double enter, you must pay the standard registration fee plus an additional double entry fee. During qualifying (Days 1 and 2) double entered cars must turn in one time slip for each class they are entered in. It is the responsibility of any racer who has double entered to make all class calls during eliminations. The run order for eliminations will not be changed to accommodate racers who are double entered and if a racer doesn't make it to the staging lanes in time the racer they are up against in that round will get a competition bye and automatically win that round.

- **Vehicle and driver requirements for all vehicles**
 - All vehicles must be licensed, registered, and insured.
 - All vehicles must have working headlights, tail lights, turn signals, brake lights, horn, and a rear view mirror.
 - All drivers must have a valid driver's license.
 - Co drivers with a valid drivers license may drive the race car on the route, or at the track.
 - Racers must be at least 16 years of age to race. Any 16 or 17 year-old racer must have a special waiver signed by both parents (or prove there is only one legal parent/guardian). These wavers will be available before the event.

- **Conduct Rules**
 - Anyone participating who is under the influence of alcohol, narcotics, or marijuana while in competition is subject to immediate disqualification and removal from the event.
 - Unsportsmanlike conduct or actions deemed by the promotor, competition director, track, or other event official to be unsafe may result in disqualification or removal from the event.