

If the rule is in BLACK text, then it is the same as 2016.

If the rule is in BLUE text, then it has been changed for 2017.

If any future revisions are made it will be in RED text.

Street Fighter

Class Designation: S/F

General Safety: All vehicles must conform with general IHRA safety rules.

Engine Coolant: Only water is permitted in the coolant system. Antifreeze or other additives are prohibited.

Hybrids: Import engines in Domestic bodies or Domestic engines in Import bodies are prohibited. All cars must be either Import bodied/powerd or Domestic bodied/powerd.

Crossover Rules: The crossover classes below run under their own set of class rules for their sanctioning body. Every crossover car is 100% accountable for every rule in their rulebook, unless there is an adjustment made in the table below. In some cases, a crossover class may need an adjustment to be slowed down or sped up to make parity with the WCF Street Fighter class.

Eligibility: Anyone can run under the crossover rules if you choose, even if you have not run the class before. If you have run more than one crossover class, then you may choose which crossover class that you want to run under. If there is any debate or question on the spirit of crossover eligibility, the event director/tech director will make the final decision on which rulebook the car must run under.

Body Component Exemption: In an effort to allow crossover cars to get to a lower minimum weight if the crossover rules allow you to run lighter than your normal weight, all crossover class racers can run any light weight body components even if your sanctioning body does not allow it.

Engine Containment Device: Engine diaper or catch pan device to capture oil and/or debris in the event of engine failure mandatory. If a catch pan device is used, catch pan must employ minimum 2-inch-high lips on all sides. Lips must be covered or curved inward, so as to contain oil in pan. Catch pan must cover entire area below the engine. Catch pan must extend from radiator support to firewall and from frame rail to frame rail. In all cases, lips must be adequate enough to contain oil in the catch pan. Should a competitor spill excessive oil from the catch pan and debris onto the track, he or she may be disqualified from further competition at the sole and absolute discretion of the event director.

Series	Class Name	Parity Adjustments
John Sear's Ultra Street rules	Ultra Street	<ul style="list-style-type: none"> Naturally Aspirated Cars: Deduct 50 lbs. Supercharged Cars: Add 125 lbs. Nitrous Cars: Add 75 lbs. Turbocharged Cars: Add 125 lbs.
NMCA	Extreme Street	<ul style="list-style-type: none"> Turbocharged cars with LS & Ford High Port heads: Add 225 lbs. (Revised 9-13-17) Turbocharged cars with all other heads: Add 125 lbs. Nitrous and Supercharged Cars: Add 125 lbs. Naturally Aspirated Cars: No adjustments
NMCA	LSX Real Street	<ul style="list-style-type: none"> Turbocharged Cars: add 225 lbs. (Revised 9-13-17) Nitrous and Supercharged Cars: Add 125 lbs.
NMRA	EFI Renegade	<ul style="list-style-type: none"> All Cars: Add 125 lbs.
NMCA	N/A 10.5	<ul style="list-style-type: none"> All Cars: Deduct 500 lbs. All Cars: Wheelie bars must be removed
NMRA	Coyote Modified	<ul style="list-style-type: none"> All Cars: Deduct 400 lbs.
Maryland Performance Center	Real Street	<ul style="list-style-type: none"> All Cars: Deduct 400 lbs.
TurboBuick.com	Turbo Street Outlaw	<ul style="list-style-type: none"> Must run 275/60/15 radial tire only GT4788 or PT8884 Turbo Only 3250 lbs. Minimum Weight