

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.

## True Street

**Class Designation:** T/S

**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.

**Fuel System:** All cars must be equipped with a drain valve located on the return side of the fuel rail or regulator to facilitate the removal of fuel samples for fuel check purposes.

**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, and ignore the WCF True Street rulebook totally. Every crossover car is 100% accountable for every rule in their rulebook, unless there is as 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 True Street class.

**Eligibility:** Anyone can run under the crossover rules if you choose, even if you have not run the class before. However, if the car has ever competed in any of the classes below at that sanctioned event in the last two years then the car must run under the crossover rules, and will not be eligible to run under the WCF True Street rulebook. 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
Ram Racing	Drag Radial (2011 Ram Rulebook)	<ul style="list-style-type: none"> <li>All Cars: Wheelie bars must be removed</li> <li>Big Block Pontiac Cars: No Weight Adjustment</li> <li>Big Block Chevy Cars (With #6045 Edelbrock Oval Port Heads): Deduct 250 lbs.</li> <li>Small Block LS Cars: Deduct 100 lbs.</li> <li>SBC &amp; SBF Cars: Deduct 200 lbs.</li> </ul>
NMRA	Limited Street	<ul style="list-style-type: none"> <li>All Cars: Deduct 150 lbs.</li> </ul>