

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.

## Wild Street

**Class Designation:** W/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. 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
NMCA	LSX Real Street	<ul style="list-style-type: none"> <li>6-Speed cars only may crossover into Wild Street</li> <li>LS &amp; LT motors permitted</li> <li>88.9 mm turbo permitted, any fuel permitted, 3100 lbs. minimum weight (Revised 10-24-17)</li> </ul>
NMRA	Coyote Modified	<ul style="list-style-type: none"> <li>All Cars: Add 75 lbs. (Revised 10-24-17)</li> </ul>
MPC	Real Street	<ul style="list-style-type: none"> <li>8-cylinder power adder cars: Add 125 lbs.</li> <li>8-cylinder naturally aspirated: Deduct 100 lbs. (Revised 10-24-17)</li> <li>6-cylinder power adder cars: No Weight Adjustment</li> </ul>
NMCA	N/A 10.5	<ul style="list-style-type: none"> <li>All Cars: No Weight Adjustment (Revised 10-24-17)</li> <li>All Cars: Wheelie bars must be removed</li> </ul>
John Sear's Ultra Street rules	Ultra Street	<ul style="list-style-type: none"> <li>Power Adder cars are prohibited to crossover. (must run Street Fighter)</li> <li>N/A BB Chevy &amp; BB Ford cars are prohibited to crossover. (must run Street Fighter) (Revised 9-13-17)</li> <li>Single entry Sheetmetal &amp; Billet intakes are permitted on BOP &amp; Small Block cars only. (Revised 9-13-17)</li> <li>Naturally Aspirated Cars (BOP): Add 200 lbs. (Revised 10-24-17)</li> <li>Naturally Aspirated Cars (SB non-inline heads): Add 200 lbs. (Revised 10-24-17)</li> <li>Naturally Aspirated Cars (SB inline heads): Deduct 100 lbs. (Revised 10-24-17)</li> </ul>