

Gasser
Racing
Series
Rules &
Racing

2016

These are the Rules and Guidelines
for racing with the Gasser Racing
Series

MODIFIED

2016 Rules



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GRS Committee Members

Executive Board

Frank Zieminick Promotions
 Nancy Haynes – Promotions
 Bill Stevens - Race Director
 Scott Haynes – Assistant Race Director
 Mike Haynes – Treasurer
 TBD– Secretary

* Excerpt in whole or part from IHRA/NHRA rule book
 %- 1/8th mile ET

Posted 1/16/16 rules

GASSER RACING SERIES INFORMATION RELEVANT TO ALL GRS MEMBERS

Our Focus

- **Safety:** Cars must meet or exceed all IHRA or NHRA and Host track safety regulations.
- **Appearance:** We are a nostalgia show and we must reflect that in our cars.
- **Intention:** Having fun and being respectful of others.

Our Format

- 2016 Membership Fee is \$50
- Annual membership fee required to run in point's events, must be paid prior to making any time runs. Members will receive a membership card, decal, rules and Guidelines packages, reduced entry fee, and this membership will also include admittance to the picnic (a dish to pass will be appreciated).
- Cars will be paired on the return road as per the ladder.
- Up to three qualifying runs, time permitted.
- GRS will notify racers of the time runs.
- We run a Ladder paired by a Draw, after the last round of Qualifying.
- Racing will be 1/8th mile.
- Full .500 tree to be used.
- Bye run decided by results of the draw/ladder.
- Race information will be posted for racers at the track. Points will be posted to the website (www.GasserRacingSeries.com)

- Point accumulations are 1 point for attendance (with car), Driver must sign in **prior** to first run for point to be awarded. 1 point for each round won, Points will be awarded for all GRS scheduled points races.
- The GRS is known for their “Picnic where a drag race breaks out”; this is available to GRS members and their guests only.
- All protests by other racers need to be brought to the Class Tech Representative and Assistant Race Director’s attention before any actions can be initiated

MODIFIED CLASS
REQUIREMENTS & SPECIFICATIONS
Max ET 8.50 – 1/8th mile

General Rules

To be adhered to by **all** GRS racers.

- 1) **All drivers must use one number (per PERSON/not the CAR) for the duration of the season.** Multiple cars during the season permitted but limited to one entry per event. NO substitutions per event.
- 2) Drivers must sign in at the GRS Registration area at EACH race event prior to any timed runs.
- 3) All Gasser and Modified entries must pit in GRS area. NO pit parking on roadway.
- 4) All Gasser and Modified participants must participate in qualifying runs (unless mechanically unable) to advance to eliminations – If mechanically un-able to make a run, notification must be made to class Representative.
- 5) Cars that can not meet the class maximum ET are exempt from participation in elimination rounds.
- 6) One way traffic flow in pits when called to and returning from staging lanes.
- 7) Lane choice decided by driver's coin flip.
- 8) Courtesy staging requested in Gasser & Modified.
- 9) Driver and one crew member permitted in staging lanes and starting line.
- 10) All cars must be approved by members of the GRS Rules committee prior to racing series. All cars and trucks technically judged not to be a Gasser will be offered to compete in "Modified" if able to meet class rules (see rules).
- 11) It is the owners and racers responsibility to keep their cars in compliance with IHRA General Rules and Track Rules as well our gasser rules and guidelines format, thus if you sign on to race in the gasser racing series it will be an accepted fact that you have agreed to abide by our rules. If by chance at a later date, you are found to be in non-compliance we will assume it was intentionally done and instruct our race director to take action accordingly.
- 12) All Drivers in eliminations must report to the GRS trailer immediately following the last round of qualifying and GRS competition rounds

** Excerpt in whole or part from IHRA/NHRA rule book
%- 1/8th mile ET*

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MODIFIED CLASS
REQUIREMENTS & SPECIFICATIONS
Max ET 8.50 – 1/8th mile

General Rules (continued)

- 13) All issues regarding safety or un-sportsman like conduct which conflict with our main focus, our race director reserves the final decision which may lead to disqualification from participation.
- 14) RULES INFRACTIONS - Any rules infractions are cause for immediate dismissal from racing and can lead to being banned both car and driver for the remainder of the season. In addition, no cash will be awarded from points fund at an event or at the end of the season to a dismissed car.
- 15) No delay type devices (Delay device is any product that inhibits forward motion after the drivers launch initiation has been completed).
- 16) All Non GRS accepted Racing devices (delay devices, down track throttle stops etc ...) must be removed from vehicle prior to GRS event participation.

MODIFIED CLASS
REQUIREMENTS & SPECIFICATIONS
Max ET 8.50 – 1/8th mile

1.0 BODY

Altered/Roadster vehicles:

Altered-body vehicles: May be chopped, channeled, sectioned, streamlined, etc.
Body year to represent 1974 and earlier.

Dragsters:

Front-engine only. Body and cowl must be constructed of metal, fiberglass, or carbon fiber and extend forward to firewall. Sub-flooring independent of car body is mandatory in dragsters that allow driver's legs to rest on belly-pan or chassis. Intake scoop may not extend more than 11 inches above height of carburetor top. Front wheel fairings prohibited.*

Full-bodied vehicles:

Body year to represent 1974 and earlier. Must have full top and windshield. All full-bodied cars must have two driver exits. Fenders may be trimmed for tire clearance. Sedan delivery, pickup trucks (maximum, half ton), or sedan pickups (Ranchero, El Camino) permitted. Fiberglass bodies permitted. Door hinges on any lift-off door must have safety pins or locks.*

2.0 ENGINE

Engine

Any internal-combustion automotive-type, All Engine types are required to have a Distributor/Magneto and have a mechanical fuel system (Carburetor or Injection)*

Exhaust System

Open competition exhaust required*

Fuel

Racing gasoline, gasoline, alcohol, gasohol, ethanol, diesel, propane and natural gas permitted. Nitromethane prohibited.

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Fuel Systems

All Carburetors and mechanical fuel injection allowed. Electronic Fuel injection prohibited. All fuel-tank filler necks located inside trunk must have filler neck vented to outside of body. Vented caps prohibited. All batteries, fuel lines, electric fuel pumps, or filler necks located inside trunk require complete bulkhead of at least .024-inch steel or .032-inch aluminum to isolate driver compartment from trunk. Fuel lines must be located outside driver compartment. Fuel tanks must be within confines of the body. No pressurized fuel tanks allowed. *

Induction

Any induction permitted.

Oil Retention Device

A properly fitting, SFI Spec 7.1, 7.2, lower engine oil retention device is highly recommended, may use a belly pan in lieu of a device attached to the engine. The belly pan must extend from frame rail to frame rail and extend forward of the harmonic balancer and rearward to rear engine plate and must incorporate a minimum 2-inch-high lip on all sides. A nonflammable, oil-absorbent liner, mandatory inside of retention device.*

Nitrous Oxide

Commercially available nitrous oxide permitted. Nitrous bottle(s) in driver compartment must be equipped with a relief valve and vented outside of driver's compartment. Bottle(s) must be stamped with a DOT-1800 pound rating and permanently mounted (no hose clamps or tie wraps). Hoses from bottle(s) to solenoid must be high-pressure steel-braided or IHRA-accepted hoses. Commercially available, thermostatically controlled, blanket-type warmer accepted. Any other external heating of bottle prohibited. Supercharged nitrous systems prohibited*

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Supercharger

Permitted but limited to std roots type on gasoline, racing-gasoline-, and alcohol/Ethanol-burning cars. Rotors must be driven from the front; both external drive and internal gearing. Supercharger restraint system meeting SFI Spec 14.1 is mandatory on supercharger when alcohol is used as fuel. Manifold burst panel mandatory. Supercharger restraint straps must be covered with a fire-resistant material. The blower restraint straps and fuel lines must be installed such that when the restraint straps are fully extended no load is placed on any of the fuel lines. Supercharger belt guard that protects all fuel, oil, and water lines required. No composite materials in injector hat and/or scoop allowed. Composite materials include but are not limited to carbon fiber, Kevlar, and weave-graphite fiber. Hat/scoop must be nostalgic in appearance. Internal modifications permitted. Scoops limited to 12.5 inches above throttle body. Air intake limited to 65 square inches. Carbureted turbochargers or centrifugal superchargers only. *

Throttle

Must be driver activated. Acceptable throttle controls consist of Pedal, Linkage (solid, Cable or Hydraulic) and mounts/bell cranks as required. No other controls allowed.

3.0 FRAME

Frame

Reinforced stock, rectangular, square, round tubing and stepped are acceptable, built to IHRA/NHRA regulations.

Roll Bar

Per IHRA rules, roll bar mandatory in all cars running 11.00 (7.00 %) to 11.49 (7.35%). Permitted in all cars.*

Roll Cage

Per IHRA rules, roll cage mandatory if vehicle has altered floor or if vehicle runs 135 mph or faster. If vehicle is equipped with unaltered firewall, floor, and body (from fire wall rearward, wheel tubs permitted), roll bar permitted in place of roll cage. Cars running between 7.50 (4.50%) and 9.99 (6.00%) must have chassis inspected every three years by IHRA and have a serialized sticker affixed to cage before participation. Plating of chassis prohibited for all cars manufactured after Jan.1, 2003. All others must conform to specs for body style used *

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Roll-Cage Padding

Per IHRA Rules, beginning June 1, 2011, roll-cage padding meeting SFI Spec 45.1 mandatory on any vehicle running 9.99 (6.00%) and quicker. Padding must be used anywhere driver's helmet may come in contact with roll-cage components. *

4.0 SUSPENSION

Front

Altered, Dragsters

Rigid mounted suspensions permitted (Refer to IHRA rule book).

Stock-Bodied Cars

Full automotive-type suspension mandatory. Minimum one operating hydraulic shock absorber per wheel. Rigid mounted suspensions prohibited. *

Rear

Any IHRA accepted rear suspension. Electronic controlled suspension devices Prohibited.

5.0 ELECTRICAL

Delay Box/Device

Prohibited.

Any delay device that may be used during GRS competition must be completely removed from the vehicle prior to first qualifying runs. All wiring associated with the removed delay device, throttle-stop timer, ignition system, automatic shifter, tachometer, data recorder, and fuel-injection system must be fully visible, labeled, and traceable.

The use of any other visual, audible, etc. indications that are transmitted to the driver in any form that provide on-track data are prohibited.*

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Ignition

Digital ignition box allowed. Data acquisition capable ignitions accepted.

Down track Timed ignition-interruption devices (stutter boxes) prohibited. Any rpm limiting devices i.e. - Two Steps, that have been altered or installed to function as a down track RPM controller, prohibited.

The wire to the trans-brake (or line-loc) may contain a splice that activates the two-step/launch-control device in the ignition system No other wiring shall be connected directly or indirectly between any other part of the ignition system.

All wiring associated with the ignition system must be fully visible, labeled, and traceable. *

6.0 WHEELS/TIRES

Tires

Racing slicks or approved racing tires only.

Wheels

Any IHRA accepted wheel permitted.

7.0 TRANSMISSION

Manual or automatic type transmissions permitted.

Any race type shifter that is Driver activated is permitted and must be connected to the transmission by means of a solid linkage(s), or cable(s). No other mechanisms of any kind permitted.

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