

# Gasser Racing Series Rules & Racing

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

# 2016

GASSER

2016Rules



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### **GRS Committee Members**

#### Executive Board

Frank Zieminick– 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 rules*

*Posted 1/16/15*

*%- 1/8th mile ET*

## 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.

*\* Excerpt in whole or part from IHRA/NHRA rule book rules*

*Posted 1/16/15*

*%- 1/8th mile ET*

- 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](http://www.GasserRacingSeries.com))

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*Posted 1/16/15*

*%- 1/8th mile ET*

- 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

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*Posted 1/16/15 rules*

*%- 1/8th mile ET*

**GASSER CLASS**  
**REQUIREMENTS & SPECIFICATIONS**  
**8.50 – 1/8<sup>th</sup> mile**  
**9.0 -1/8 mi for 4 – 6cyl & Flat head V8**

## 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.

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- 12) All Drivers in eliminations must report to the GRS trailer immediately following the last round of qualifying and GRS competition rounds

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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.

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## GASSER CLASS REQUIREMENTS & SPECIFICATIONS

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### 1.0 BODY

1966 and older Cars and trucks that wish to compete in gas class should be specifically built or modified to reflect a true gasser of the era. Appearance is a main factor.

Sport cars, Sedan delivery, pickup trucks (maximum, half ton), or sedan pickups (Ranchero, El Camino) permitted. Fiberglass bodies permitted.

Must have full top and windshield and hood. All full-bodied cars must have two driver exits. Four stock production fenders mandatory, fiberglass duplicates permitted. Fenders may be trimmed for tire clearance. Door hinges on any lift-off door must have safety pins or locks.

No aero improvements allowed. This includes wings, air foils, and Body modifications. Era-correct improvements allowed.

All scoops must be era-correct (1972 or earlier).

Era-correct paint, primers and graphics (1972 or earlier).

### 2.0 ENGINE

Any US internal-combustion automotive engine permitted. All Engines are required to have a Distributor or Magneto with a mechanical fuel system (Carburetor or Injection)\*

#### Exhaust System

Open competition exhaust required.

#### Fuel

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

#### Fuel System

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

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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. \*

## **GASSER CLASS**

### **REQUIREMENTS & SPECIFICATIONS**

**8.50 – 1/8<sup>th</sup> mile**

**9.0 -1/8 mi for 4 – 6cyl & Flat head V8**

#### **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**

Nitrous oxide prohibited.

#### **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

#### **Supercharger**

Permitted but limited to no larger than 8-71 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. Era correct turbochargers or centrifugal superchargers permitted \*

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### 3.0 FRAME

#### Frame

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

#### Parachute

Mandatory on any car that runs 125mph or faster. \*

#### Roll Bar

Roll bar mandatory in all cars running 11.00 (7.00%) to 11.49 (7.35%). Permitted in all cars.\*

#### Roll Cage

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 \*

#### Roll-Cage Padding

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 AND STEERING

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**Front**

Full automotive-type suspension mandatory. Strut type Prohibited. Minimum one operating hydraulic shock absorber per wheel. Rigid-mounted suspensions prohibited. Straight axle type front suspension preferred

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**Rear**

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

**Wheelie Bars**

Permitted. Wheels must be nonmetallic. \*

**Steering**

Steering wheel and components must mount to the left of center of the vehicle. Center Steer vehicles prohibited.

**5.0 ELECTRICAL / ELECTRONICS**

**Delay Box/Device**

**Prohibited.**

Any Delay device that may be used during GRS competition must be completely removed from the vehicle prior to first time run.

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

**Ignition**

Digital ignition box allowed. Any electronic starting line rev limiters .i.e. -Two Steps, are prohibited.

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Any ignition systems with data acquisition capability prohibited. Timed ignition-interruption devices (stutter boxes) prohibited. "High-side" rev limiters permitted. Any rpm-limiting devices that have been altered or installed to function as a down track RPM controller, prohibited. Data acquisition capable ignitions accepted.

No other wiring shall be connected directly or indirectly between any other parts of the ignition system.

Any Non Programmable, single coil ignitions allowed. All wiring associated with the ignition system must be fully visible, labeled, and traceable. \*

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## 6.0 INTERIOR

### Seats

Driver's seat must be to left side of drive shaft. Properly braced, framed, and supported. Seats constructed of aluminum, fiberglass, carbon fiber or double-layer poly (automotive accessory seats) permitted. \*

## 7.0 WHEELS/TIRES

### Tires

Racing slicks or approved racing tires only.

### Wheels

Must be automotive-type wheels suitable for street use. Must be era-correct or modified to appear era correct. The thread engagement on all wheel studs to the lug nut, or lug bolt to wheel hubs, must be equivalent to or greater than the diameter of the stud. Length of the stud/bolt does not determine permissibility; length of engagement between the stud and lug determines permissibility. Snap-on hubcaps prohibited. \*

## 8.0 TRANSMISSION

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

No Electronic controlled transmissions

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