

The logo for the Mid Atlantic Super Series is presented in a stylized, comic-book font. The words "MID ATLANTIC" are in a bold, yellow, sans-serif font, while "SUPER SERIES" is in a larger, more dynamic, yellow script font with a thick black outline and a red shadow. The entire logo is set against a dark background with a white border.

MID ATLANTIC SUPER SERIES

S/C S/G S/ST • T/S T/D TOP 32 • JUNIORS

The word "RULEBOOK" is written in a large, bold, red, brush-stroke style font with a white outline and a black shadow. It is positioned diagonally across the center of the page, following the curve of a large red swoosh that dominates the lower half of the cover.

RULEBOOK





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SUPER STREET

1.1-Racers Information

All NHRA Super Street Rules apply except...

-No weight minimum.

1.2-Vehicles allowed

Super Street cars run on a 10.90 standard (6.90 for eighth-mile tracks) using a heads-up start and .500-second Pro Tree. Reserved for full-bodied cars with full fenders, hood, grille, top, windshield, and functional doors. Sports cars, street roadsters, vans, and panel trucks permitted. Open wheel altered, super gas type roadsters, dragsters, Funny Cars, or motorcycles prohibited. Timed vehicle-control devices (counters, time displays, etc.), except as outlined under Class Requirements, are prohibited. Display or transmission of track location, time/distance data, etc. prohibited.

Any vehicle running faster than 135 mph must meet minimum requirements for 9.99-second vehicles.

1.3-Safety

WINDOW NET A ribbon-type or SFI 27.1 mesh-type window net is mandatory for any full-bodied car if vehicle runs 135 mph or faster. See General Regulations 6:3.

HELMET For all closed-bodied cars, an open-face or a full-face Snell: M2015, M2020, SA2015, SA2020, FIA: 8860-2010, 8860-2015 or 8860-2018 helmet mandatory; shield permitted (goggles prohibited). For all open-bodied supercharged, turbocharged, or naturally aspirated cars, a full-face Snell: M2015, M2020, SA2015, SA2020, FIA: 8860-2010, 8860-2015 or 8860-2018 helmet and shield mandatory (goggles prohibited). See General Regulations 10:7.

PROTECTIVE EQUIPMENT Jacket and pants or suit meeting SFI Spec 3.2A/1 mandatory. Driver of any car faster than 135 mph, jacket, and pants meeting SFI Spec 3.2A/5 or 3.4/5 and gloves meeting SFI Spec 3.3/1 mandatory, except when automatic transmission is located in driver compartment: jacket and pants or suit meeting SFI Spec 3.2A/15, gloves meeting SFI Spec 3.3/5, and boots or shoes meeting SFI Spec 3.3/5. See General Regulations 10:10.

HEAD AND NECK -Beginning January 1st, 2024, A head and neck restraint device/system meeting SFI 38.1 is mandatory for any vehicle running 150 mph or faster for 1/4 or 1/8 mile or running 7.49 (*4.49) E.T. or quicker or by Class Requirements. An SFI 38.1 head and neck restraint device can be used with, or without, a neck collar; when a neck collar is not used, an SFI 3.3 head sock or SFI Spec 3.3 skirted helmet is required. When using a head and neck restraint device/system, always that the driver is in the race vehicle, from the ready line until the vehicle is on the return road, driver must properly utilize the SFI-approved head and neck restraint device/ system, including connecting the helmet as required for full functionality of the device. The device/system must meet SFI Spec 38.1 and must display a valid SFI label. The head and neck restraint device/system, when connected, must conform to the manufacturer's mounting instructions, and it must be configured, maintained, and used in accordance with the manufacturer's instructions.

OIL-RETENTION DEVICE All vehicles must utilize an NHRA-accepted lower engine oil retention device; may use a belly pan in lieu of a device attached to the engine. If belly pan is used, 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.

1.4-Race Day Registration

- \$50 Gate Fee that goes towards the track to pay for personnel, glue, lights, etc.
- \$100 race entry fee to be paid at registration trailer prior to your second qualifying run.

1.5-Points Series

- \$85 points registration fee per driver (once annually).
 - You do not need to be a member to run with us.
 - Membership includes one .90 T-Shirt and 2 Stickers with your registration.



SUPER STREET

2.1 Rules of the Track

- No flickering of the top bulb is permitted. If you are found to flicker the top-bulb in eliminations, you will automatically be disqualified for that round per the .90 President.
- Auto Start is in use and is active when 3 bulbs are lit on the tree, the other driver then has 7 seconds to fully stage before the tree activates.
- The starter will “back out” any racer that breaks the courtesy staging rule one time only during time shots and eliminations. Any 2nd occurrence will be treated as an infraction and the racer will be disqualified.
- All cars will qualify for first round ladder. Any car entering which has not had a qualifying run (late entry) will be placed at the bottom of the ladder. All higher qualified cars have lane choice- **FIRST ROUND ONLY**. From the 2nd round on lane choice will be determined via coin flip.
- Excessive braking or skidding of tires at the finish line will not be permitted. This is a unsafe practice and will lead to disqualification if determined by the president and starter.
- Only the driver who appears on the tech card is permitted to drive down the racetrack that day.
- **BURNOUTS** - Vehicles will not cross the starting line under power during burn outs except at the direction of the starter.
- If you have breakage with your car and choose not to compete in round 1 you must tell the president ASAP so we can make sure your opponent is notified. If you have breakage and cannot make the time shot, we will allow you to make a clean-up run after notifying an official. Once you take the tree in a qualifier, no clean-ups are given. If you miss eliminations due to breakage you automatically lose the round. Once you make a qualifying run you cannot get your gate fee back.
- If weather becomes a factor all efforts will be made to complete the race on that weekend. At least 1 round of competition must be completed for points to count, this includes qualifying points. If we are paired for the 1st round and rain comes in and we cannot finish the event that race becomes a wash.
- If you have no intention of running with .90 that day, please pull off into the Test & Tune Lane. Do not line up into the .90 time shot lane as you will then be included in the qualifying sheet. Remember once you break the beam in qualifying and make a run you are included on that ladder.
- If you receive a bye-run in eliminations, you may make a full run or just break the beam. The car must be **FULLY Staged** under its own power for the run to count, if you only Pre-Stage and roll the beams it is an automatic DQ.
- If you only break the beam, there is no infraction into the following round as far as lane choice, etc.
- **ALL TRACK DECISIONS & DISQUALIFICATIONS WILL BE MADE BY THE STARTER, TRACK OFFICIALS AND .90 PRESIDENT.**

2.2 Driver's or crew responsibility to see to it that

1. Entry fees are paid on a timely basis (Before 2nd Time Run).
2. Tech cards must be filled in properly and turned in to race track officials; **MA.90A officials do not tech in cars.**
3. Time slips have the proper car number on them.

Disciplinary action for rule infractions:

First offense- 1 race suspension

Second offense- 3 race suspension

Third offense- 1 year suspension

All final decisions are made by Rob Keister.

If for any reason you have a problem with another racer, payout, or how a race was run, you are to take it up with him on a one-on-one basis immediately. Any outbursts in front of other racers will **NOT BE TOLERATED** and could lead to disciplinary action from the series.



3.1-Racers Information

All current NHRA Super Gas rules apply.

3.2-Vehicles allowed

Super Gas cars race on a 9.90 standard (6.30 for eighth-mile tracks) using a heads-up, .400-second Pro Tree. Reserved for full-body cars with full fenders, hood, grille, top, windshield, and functional doors. Bumpers optional. Grille may be replaced by flat panel. Left-hand-steering street roadsters permitted. Open wheel altered, dragsters, Funny Cars, and motorcycles prohibited. Minimum weight, including driver: 2,100 pounds, except 4-cylinder cars, 1,200 pounds.

3.3-Safety

PROTECTIVE EQUIPMENT Jacket and pants meeting SFI Spec 3.2A/5 or 3.4/5 and gloves meeting SFI Spec 3.3/1 mandatory for all cars, except for vehicles, supercharged or turbocharged with alcohol, or when automatic transmission is in driver compartment: Jacket and pants or suit meeting SFI Spec 3.2A/15, gloves meeting SFI Spec 3.3/5, and boots or shoes meeting SFI Spec 3.3/5. For all open-bodied cars where the driver does not use an SFI 3.3 neck collar (driver who uses head and neck restraint system only), an SFI 3.3 head sock or SFI 3.3 skirted helmet mandatory.

ARM RESTRAINTS Mandatory in all open-bodied cars.

HEAD AND NECK - Beginning January 1st, 2024, A head and neck restraint device/system meeting SFI 38.1 is mandatory for any vehicle running 150 mph or faster for 1/4 or 1/8 mile or running 7.49 (*4.49) E.T. or quicker or by Class Requirements. An SFI 38.1 head and neck restraint device can be used with, or without, a neck collar; when a neck collar is not used, an SFI 3.3 head sock or SFI Spec 3.3 skirted helmet is required. When using a head and neck restraint device/system, always that the driver is in the race vehicle, from the ready line until the vehicle is on the return road, driver must properly utilize the SFI-approved head and neck restraint device/ system, including connecting the helmet as required for full functionality of the device. The device/system must meet SFI Spec 38.1 and must display a valid SFI label. The head and neck restraint device/system, when connected, must conform to the manufacturer's mounting instructions, and it must be configured, maintained, and used in accordance with the manufacturer's instructions.

HELMET For all closed-bodied cars, a full-face Snell: M2015, M2020, SA2015, SA2020, FIA: 8860-2010, 8860-2015 or 8860-2018 helmet mandatory; shield permitted (goggles prohibited).

For all open-bodied supercharged or turbocharged cars, a full-face Snell: SA2015, SA2020, FIA: 8860-2010, 8860-2015 or 8860-2018 helmet and shield mandatory (goggles prohibited).

For all open-bodied, naturally aspirated gasoline- or methanol-burning cars, a full-face Snell: M2015, M2020, SA2015, SA2020, FIA: 8860-2010, 8860-2015 or 8860-2018 helmet and shield mandatory (goggles prohibited)

OIL-RETENTION DEVICE All vehicles must utilize an NHRA-accepted lower engine oil retention device; may use a belly pan in lieu of a device attached to the engine. If belly pan is used, 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.

3.4-Race Day Registration

- \$50 Gate Fee that goes towards the track to pay for personnel, glue, lights, etc.
- \$100 race entry fee to be paid at registration trailer prior to your second qualifying run.

3.5-Points Series

- \$85 points registration fee per driver (once annually).
 - You do not need to be a member to run with us.
 - Membership includes one .90 T-Shirt and 2 Stickers with your registration.



4.1 Rules of the Track

- No flickering of the top bulb is permitted. If you are found to flicker the top-bulb in eliminations, you will automatically be disqualified for that round per the .90 President.
- Auto Start is in use and is active when 3 bulbs are lit on the tree, the other driver then has 7 seconds to fully stage before the tree activates.
- The starter will “back out” any racer that breaks the courtesy staging rule one time only during time shots and eliminations. Any 2nd occurrence will be treated as an infraction and the racer will be disqualified.
- All cars will qualify for first round ladder. Any car entering which has not had a qualifying run (late entry) will be placed at the bottom of the ladder. All higher qualified cars have lane choice- FIRST ROUND ONLY. From the 2nd round on lane choice will be determined via coin flip.
- Excessive braking or skidding of tires at the finish line will not be permitted. This is a unsafe practice and will lead to disqualification if determined by the president and starter.
- Only the driver who appears on the tech card is permitted to drive down the racetrack that day.
- If you have breakage with your car and choose not to compete in round 1 you must tell the president ASAP so we can make sure your opponent is notified. If you have breakage and cannot make the time shot, we will allow you to make a clean-up run after notifying an official. Once you take the tree in a qualifier, no clean-ups are given. If you miss eliminations due to breakage you automatically lose the round. Once you make a qualifying run you cannot get your gate fee back.
- If weather becomes a factor all efforts will be made to complete the race on that weekend. At least 1 round of competition must be completed for points to count, this includes qualifying points. If we are paired for the 1st round and rain comes in and we cannot finish the event that race becomes a wash.
- If you have no intention of running with .90 that day, please pull off into the Test & Tune Lane. Do not line up into the .90 time shot lane as you will then be included in the qualifying sheet. Remember once you break the beam in qualifying and make a run you are included on that ladder.
- If you receive a bye-run in eliminations, you may make a full run or just break the beam. The car must be FULLY Staged under its own power for the run to count, if you only Pre-Stage and roll the beams it is an automatic DQ.
- If you only break the beam, there is no infraction into the following round as far as lane choice, etc.
- ALL TRACK DECISIONS & DISQUALIFICATIONS WILL BE MADE BY: STARTER, TRACK OFFICIALS AND .90 PRESIDENT.

4.2 Driver's or crew responsibility to see to it that

1. Entry fees are paid on a timely basis (Before 2nd Time Run).
2. Tech cards must be filled in properly and turned in to racetrack officials; **MA.90A officials do not tech in cars.**
3. Time slips have the proper car number on them.

Disciplinary action for rule infractions:

First offense- 1 race suspension

Second offense- 3 race suspension

Third offense- 1 year suspension

All final decisions are made by Rob Keister.

If for any reason you have a problem with another racer, payout, or how a race was run, you are to take it up with him on a one-on-one basis immediately. Any outbursts in front of other racers WILL NOT BE TOLERATED and could lead to disciplinary action from the series.



5.1 Racers Information

All current NHRA Super Comp rules apply.

5.2 Vehicles allowed

Super Comp cars race on an 8.90 standard (5.70 for eighth-mile tracks) using a heads-up, .400 Pro Tree. Reserved for dragsters, altered, roadsters, Funny Cars, and Pro Stock-type cars. Motorcycles prohibited. Minimum weight, including driver: 1,350 pounds, except 4- and 6-cylinder cars, 1,000 pounds. Rearengine dragsters utilizing naturally aspirated OEM motorcycle engines (maximum of four cylinders and a minimum of two cylinders) with OEM transmission, 700 pounds

No added performance enhancers are allowed (NOS, Etc). If a bottle is attached to a car the line or the bottle must be **disconnected**

5.3 Safety

PROTECTIVE EQUIPMENT Jacket and pants meeting SFI Spec 3.2A/5 or 3.4/5 and gloves meeting SFI Spec 3.3/1 mandatory for all cars, except for vehicles, supercharged or turbocharged with alcohol, or when automatic transmission is in driver compartment: Jacket and pants or suit meeting SFI Spec 3.2A/15, gloves meeting SFI Spec 3.3/5, and boots or shoes meeting SFI Spec 3.3/5. For all open-bodied cars where the driver does not use an SFI 3.3 neck collar (driver who uses head and neck restraint system only), an SFI 3.3 head sock or SFI 3.3 skirted helmet mandatory.

HEAD AND NECK - Beginning January 1st, 2024, A head and neck restraint device/system meeting SFI 38.1 is mandatory for any vehicle running 150 mph or faster for 1/4 or 1/8 mile or running 7.49 (*4.49) E.T. or quicker or by Class Requirements. An SFI 38.1 head and neck restraint device can be used with, or without, a neck collar; when a neck collar is not used, an SFI 3.3 head sock or SFI Spec 3.3 skirted helmet is required. When using a head and neck restraint device/system, always that the driver is in the race vehicle, from the ready line until the vehicle is on the return road, driver must properly utilize the SFI-approved head and neck restraint device/ system, including connecting the helmet as required for full functionality of the device. The device/system must meet SFI Spec 38.1 and must display a valid SFI label. The head and neck restraint device/system, when connected, must conform to the manufacturer's mounting instructions, and it must be configured, maintained, and used in accordance with the manufacturer's instructions.

OIL-RETENTION DEVICE All vehicles must utilize an NHRA-accepted lower engine oilretention device; may use a belly pan in lieu of a device attached to the engine. If belly pan is used, 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.

HELMET For all closed-bodied cars, a full-face Snell: M2015, M2020,SA2015, SA2020, FIA: 8860-2010, 8860-2015 or 8860-2018 helmet mandatory; shield permitted (goggles prohibited).

For all open-bodied supercharged or turbocharged cars, a full face Snell: SA2015, SA2020, FIA: 8860-2010, 8860-2015 or 8860-2018 helmet and shield mandatory (goggles prohibited).

For all open-bodied, naturally aspirated gasoline- or methanol burning cars, a full-face Snell: M2015, M2020, SA2015, SA2020, FIA: 8860-2010, 8860-2015 or 8860-2018 helmet and shield mandatory (goggles prohibited).

5.4 Race Day Registration

- \$50 Gate Fee that goes towards the track to pay for personnel, glue, lights, etc.
- \$100 race entry fee to be paid at registration trailer prior to your second qualifying run.

5.5 Points Series

- \$85 points registration fee per driver (once annually).
 - You do not need to be a member to run with us.
 - Membership includes one .90 T-Shirt and 2 Stickers with your registration.



SUPERCOMP

6.1 Rules of the Track

- No flickering of the top bulb is permitted. If you are found to flicker the top-bulb in eliminations, you will automatically be disqualified for that round per the .90 President.
- Auto Start is in use and is active when 3 bulbs are lit on the tree, the other driver then has 7 seconds to fully stage before the tree activates.
- The starter will “back out” any racer that breaks the courtesy staging rule one time only during time shots and eliminations. Any 2nd occurrence will be treated as an infraction and the racer will be disqualified.
- All cars will qualify for first round ladder. Any car entering which has not had a qualifying run (late entry) will be placed at the bottom of the ladder. All higher qualified cars have lane choice- FIRST ROUND ONLY. From the 2nd round on lane choice will be determined via coin flip.
- Excessive braking or skidding of tires at the finish line will not be permitted. This is a unsafe practice and will lead to disqualification if determined by the president and starter.
- Only the driver who appears on the tech card is permitted to drive down the racetrack that day.
- If you have breakage with your car and choose not to compete in round 1 you must tell the president ASAP so we can make sure your opponent is notified. If you have breakage and cannot make the time shot, we will allow you to make a clean-up run after notifying an official. Once you take the tree in a qualifier, no clean-ups are given. If you miss eliminations due to breakage you automatically lose the round. Once you make a qualifying run you cannot get your gate fee back.
- If weather becomes a factor all efforts will be made to complete the race on that weekend. At least 1 round of competition must be completed for points to count, this includes qualifying points. If we are paired for the 1st round and rain comes in and we cannot finish the event that race becomes a wash.
- If you have no intention of running with .90 that day, please pull off into the Test & Tune Lane. Do not line up into the .90 time shot lane as you will then be included in the qualifying sheet. Remember once you break the beam in qualifying and make a run you are included on that ladder.
- If you receive a bye-run in eliminations, you may make a full run or just break the beam. The car must be FULLY Staged under its own power for the run to count, if you only Pre-Stage and roll the beams it is an automatic DQ.
- If you only break the beam, there is no infraction into the following round as far as lane choice, etc.
- ALL TRACK DECISIONS & DISQUALIFICATIONS WILL BE MADE BY: STARTER, TRACK OFFICIALS AND .90 PRESIDENT.

6.2 Driver's or crew responsibility to see to it that

1. Entry fees are paid on a timely basis (Before 2nd Time Run).
2. Tech cards must be filled in properly and turned in to race track officials; MA.90A officials do not tech in cars.
3. Time slips have the proper car number on them.

Disciplinary action for rule infractions:

First offense- 1 race suspension

Second offense- 3 race suspension

Third offense- 1 year suspension

All final decisions are made by Rob Keister. If for any reason you have a problem with another racer, payout, or how a race was run, you are to take it up with him on a one-on-one basis immediately. Any outbursts in front of other racers WILL NOT BE TOLERATED and could lead to disciplinary action from the series.



TOP SPORTSMAN / TOP DRAGSTER

7.1 Vehicles Allowed

Top Dragster is for dragster and open-bodied altered-type vehicles only. Altered must have open front wheels. Full-fender and/or running-board equipped street roadsters or Funny Car bodies are prohibited. Qualified fields with competition conducted in a dial-in elapsed time format. Minimum 3.70-second dial-in; maximum 5.05-second dial-in. Minimum 3.70-second qualifying elapsed time, any qualifying run quicker than 3.70 will be disallowed.

Top Sportsman is for full-bodied, side-steer-type vehicles only. Qualified fields with competition conducted in a dial-in elapsed time format. Minimum 3.70-second dial-in; maximum 5.45-second dial-in. Minimum 3.70-second qualifying elapsed time, any qualifying run quicker than 3.70 will be disallowed.

7.2 Designation

The number must be at least four inches high. Mid-Atlantic Top 32 mandates the class sponsor decals and Top 32 decals on all entries, in all classes. If you choose to apply to our contingency program, those decals are required as well and available at the Top 32 - .90 trailer. The sponsor and Top 32 decals must be on the vehicle at the time of technical inspection and will stay on the car for the entirety of the event. Contingency stickers also must be on the vehicle at the time of technical inspection and will be viewed before the final round of eliminations for verification by a Top 32 official. No minimum weight requirements.

There will be a 16-car qualified Top Dragster field.

There will be a 16-car qualified Top Sportsman field

Cars will be paired on a sportsman ladder and run separate until 1 is remaining in each class.

Winner of Top Dragster and Top Sportsman will run off for the overall event winner

If less than 32 cars purse will be prorated

If less than 16 cars total both classes will be combined from round 1

Higher Qualified car has lane choice for round 1 each subsequent round car with quicker time in the prior round will have lane choice.

New for 2024 – All Non-Qualified cars that do not make the 16 car TD or TS field will not receive their entry fee back. We will try to run a 2nd chance race if the non-qualified amount of cars is enough.

7.3 Points

Points are based on the NHRA Lucas Oil series points; the winner and runner-up of the TD vs TS shootout will receive the additional 95 to win / 74 to runner-up.

Actual Field Size	1st rd loss	2nd rd loss	3rd rd loss	4th rd loss	5th rd loss	6th rd loss	7th rd loss	R/U	Win
4 or less	33							64	85
5 to 8	32	43						64	85
9 to 16	31	42	53					64	85
17 to 32	30	41	52	63				74	95



TOP SPORTSMAN / TOP DRAGSTER

8.1 REQUIREMENTS & SPECIFICATIONS ENGINE

ENGINE Any internal combustion engine allowed with any modification. Only one engine may be used. No cubic-inch limit. Harmonic balancer meeting SFI Spec 18.1 mandatory. Dual power adders are strictly prohibited.

EXHAUST SYSTEM Competition exhaust system is permitted. Exhaust gases must be directed out of the car body, rearward, away from driver and fuel tank. If zoomies are utilized, must be turned upward minimum of 3 degrees. All removable multi-piece exhaust collectors/stacks must be securely fastened with either a NHRA-accepted header tether, a minimum ½-inch (halfinch) stitch weld located on each primary tube or be permanently attached to the vehicle body or frame with positive fasteners (i.e., exhaust hangers, support brackets, etc.) that require tools for removal.

FUEL Racing gasoline, gasoline, alcohol, gasohol, ethanol and diesel fuels are permitted. Nitromethane and propylene oxide are prohibited.

FUEL SYSTEM Fuel lines must be isolated from the driver compartment with a subfloor or with steel-braided lines where the engine is located in the rear and the fuel tank is in front of the driver. No part of the fuel system may be mounted on firewall or in flywheel/ flexplate area. All entries must have sufficient tank capacity to make full runs; adding of fuel after the engine has started is prohibited. All fuel tanks must be equipped with a positive locking screw on cap and vented to outside of the body.

INDUCTION Any number and type of carburetors or throttle bodies may be used.

Electronic fuel injection is permitted. Two return springs are mandatory. Throttle stops are prohibited.

LIQUID OVERFLOW Catch can mandatory for coolant overflow; one-pint (16-ounce) minimum capacity.

OIL LINES All flexible-pressure oil lines, excluding return lines and any line 30psi or lower in pressure, must pass a minimum 300psi test for 30 seconds with no indications of separation, weeping, leaking, etc. Competitors may test and tag their own lines. Label must indicate date, psi and tester ID; label must be impervious to fuel and brake clean. Lines must be tested and tagged within two years. All lines on supercharged alcohol cars must be routed in such a way that they are not directly in line with cylinder head gaskets at the front, rear or side of the cylinder heads.

OIL RETENTION DEVICE All cars must utilize an NHRA-accepted lower engine oil-retention device; may use a belly pan in lieu of a device attached to the engine. Pan must run from in front of the front motor plate to in front of the rear motor plate and from framerail to framerail. All belly pans must incorporate a minimum 2-inch-high lip on all sides. A nonflammable, oil-absorbent liner is mandatory inside retention device.

SUPERCHARGER Roots-type, high-helix roots-type, centrifugal or screw-type supercharger is permitted. Screw-type supercharger must meet SFI Spec 34.1 and be reinspected by the manufacturer every three years. Manifold burst panel meeting SFI Spec 23.1 (in addition to panel in supercharger) plus restraint system meeting SFI Spec 14.21 mandatory on all screw-type superchargers.

Front-engine cars must use an SFI Spec 14.2 or 14.3 supercharger restraint. Rear-engine cars must have SFI Spec 14.1, 14.2 or 14.3 supercharger restraint. 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. All supercharged dragsters must utilize a torque converter assisted transmission.

TURBOCHARGER The use of single, dual, or quad 70mm maximum turbochargers are permitted.

THROTTLE STOP The use of throttle stops, stutter boxes, etc. to control down track engine RPM is prohibited. Throttle stops are defined as being mechanical, electronic, or pneumatic. A throttle stop may be present on the vehicle but must be disconnected from all controls.

STARTER All entries must be self-starting with an onboard starter and battery.

VALVE COVERS Cast or fabricated metal valve covers, using all attachment bolt holes, mandatory on supercharged or turbocharged entries.

VENT TUBE/BREATHERS Mandatory for all supercharged engines. Two 1-inch-diameter connections. All breathers must be positive locking.



TOP SPORTSMAN / TOP DRAGSTER

9.1 REQUIREMENTS & SPECIFICATIONS DRIVETRAIN

CLUTCH, FLYWHEEL, FLYWHEEL SHIELD Flywheel and clutch meeting SFI Spec 1.1, 1.2, 1.3, 1.4, or 1.5 is mandatory. Flywheel shield meeting SFI 6.1, 6.2, or 6.3 mandatory on clutch-equipped cars. Engine combination determines the appropriate specifications. See the appropriate SFI Specification.

DRIVELINE Each end of driveshaft must have round 360-degree driveshaft loops within 6 inches of u-joints. Driveshaft must be covered by 360-degree tube, covering the front u-joint and extending rearward a minimum of 12 inches. Minimum thickness of tube is .050-inch chromoly or titanium. Driveshaft tube must utilize a minimum of four attachment points to the chassis, either bolted with minimum 5/16 SAE bolts, welded, or 1/4-inch push/pull pins.

FLEXPLATE Automatic transmission flexplate meeting SFI Spec 29.1 is mandatory.

FLEXPLATE SHIELD Flex plate shield or case meeting SFI Spec 30.1 is mandatory. An SFI 6.1 bellhousing is permitted on torque converter assisted planetary transmissions.

REAR END Aftermarket axles and axle-retention devices are mandatory. Welded spider gears are prohibited. Wheel studs must be 5/8-inch minimum. Aftermarket full-floating or live axle assembly permitted. Independent rear suspension is prohibited.

TRANSMISSION Clutch less transmissions are limited to five forward gears; aftermarket planetary limited to three forward gears.

TRANSMISSION SHIELD A one-piece transmission shield or case meeting SFI Spec 4.1 is mandatory on all automatic and planetary transmissions.

9.2 REQUIREMENTS & SPECIFICATIONS BRAKES & SUSPENSION

BRAKES A minimum of two rear-wheel hydraulic brakes required. Hand brake, if used, must be located inside the car's body or driver's compartment. Steel brake lines are mandatory. All brake lines passing the engine on any rear engine car must be shielded; recommended on all cars.

PINION SUPPORT Mandatory that all entries have a rear axle and/or pinion housing anti rotation device of a rigid design attached directly from the frame or suitable crossmember to either the rear axle housing or pinion housing in a manner to prevent rotation in either direction for unsuspended rear ends.

STEERING A device must be used to prevent the steering shaft from injuring the driver in case of frontal impact. Shaft must attach to steering box via a positive locking device (i.e., no rolled/pressed pins).

SUSPENSION Any automotive type of suspension permitted. Rigid-mounted rear axles permitted. Rigid-mount front axles permitted if wheelbase is 120 inches or more. A device must be utilized that will protect the oil pan from meeting the racing surface in case of excessive frame flex and/or tire or wheel failure. Any front suspension using a beam or tubular axle must have radius rods attached to the frame. Radius rods not required on front axles that are rigidly mounted 18 inches or less from the kingpin.

WHEELIE BARS Permitted. Wheels must be non-metallic.

9.3 REQUIREMENTS & SPECIFICATIONS FRAME

BALLAST Permitted, 250 pounds maximum. 100 pounds maximum removable.

CHASSIS Must have NHRA serialized sticker affixed to frame for applicable.

E.T. before participation. Rear-engine dragster must conform to SFI Spec 2.1, 2.3, 2.5 or 2.7. Front-engine dragster must conform to SFI Spec 2.2, 2.4 or 2.6. Alters must conform to SFI Spec 10.1E, 10.2 or 10.3. All side-steer alters must meet the requirements of SFI 10.4 for application E.T. prior to competition.

DEFLECTOR PLATE Mandatory on rear-engine cars. Must be installed between roll cage and engine on all rear-engine cars to protect driver. Minimum material thickness: .125-inch aluminum or .060-inch steel.

GROUND CLEARANCE Minimum 3 inches required from the front of the car to 12 inches behind axle centerline, 2 inches for remainder of car except for oil pan and exhaust system.

PARACHUTE Required. Cars running more than 200mph must use dual parachutes.

ROLL-CAGE PADDING Roll-cage padding meeting SFI Spec 45.1 mandatory anywhere driver's helmet may meet roll-cage components

WHEELBASE The maximum wheelbase variation from left to right is 2 inches.



TOP SPORTSMAN / TOP DRAGSTER

10.1 REQUIREMENTS & SPECIFICATIONS TIRES & WHEELS

TIRES Must be automotive type, designed for racing. Minimum diameter of 13 inches on front tires. No radial tires are allowed.

WHEELS Automotive-type wire wheels permitted on dragster front axle only, providing total car weight does not exceed 1,800 pounds, excluding driver. Front-wheel fairings are prohibited. SFI Spec 15.1 rear wheels with bead locks or liners mandatory on any vehicle that runs 4.10 and quicker or 170 mph and faster.

10.2 REQUIREMENTS & SPECIFICATIONS INTERIOR

UPHOLSTERY Optional. For all front-engine open-bodied vehicles, supercharged or turbocharged (gasoline- or methanol-burning), a flame-retardant-material covered seat is mandatory.

REQUIREMENTS & SPECIFICATIONS BODY

BODY Body and cowl may be constructed of metal, fiberglass or carbon fiber and must extend forward to firewall. Altered entries must use a reproduction pre-1949 roadster or pre-1949 open (front) wheeled NHRA-accepted body (i.e., 1936-1948 Fiat, Volkswagen, etc., with roof exit). Driver compartment, frame structure, roll bars and body must be designed to prevent driver's body or limbs from contact with wheels, tires, exhaust system or track surface. If driver's body is in contact with belly pan, a crossmember and subfloor are mandatory. Front overhang maximum 30 inches from forwardmost center point of spindle.

SPOILERS/WINGS A positive-locking device must be used to prevent accidental movements. Side-mounted canard-type units are permitted. No part of canards/wings may be within 6 inches of rear tire. The rear wing is mandatory on all cars that exceed 160mph. Spill plates must be flat/straight and parallel. The leading edge of wing may be no more than 10 inches forward of the centerline of the rear axle. Wings may not be configured or installed so as to generate negative downforce or lift. Any adjustment or movement during the run is prohibited.

10.3 REQUIREMENTS & SPECIFICATIONS ELECTRICAL

BATTERIES All batteries must be securely mounted.

DELAY BOX/DEVICE Permitted. Pneumatic starting-line enhancers are permitted for all applications. Delay device may serve only to create a preset delay between release of trans brake, line-loc, etc. button and resultant action of vehicle. All wiring associated with the delay device, throttle stop, ignition system, automatic shifter and electronic fuel injection must be fully visible, labeled and traceable. Delay devices and components must be utilized in an unaltered manner consistent with the manufacturer's installation and instruction books unless otherwise approved. The use of any visual, audible, etc. indications that are transmitted to the driver in any form that provide on-track data are prohibited. Discovery of a prohibited device at any time following pre-event technical inspection will be grounds for immediate disqualification from the event, loss of Top 32 Racing points and a possible suspension from the Mid-Atlantic Top 32 Racing series.

IGNITION Timed ignition-interruption devices (stutter boxes) prohibited. Starting-line and/or "high-side" rev limiters permitted. Two-steps, rev limiters, or any other RPM-limiting devices, legal unto themselves but altered or installed to function as a down-track RPM controller, prohibited. All wiring associated with the ignition system must be fully visible, labeled, and traceable.

All ignition systems and/or components wiring harnesses and attachments must utilize those supplied by the ignition system manufacturer. The wiring harness must be used in an unaltered manner consistent with the manufacturer's installation and instruction books. All wiring associated with the ignition system must be fully visible, labeled and traceable. All removable or pin-type timing devices are prohibited. Two-steps or other rev limiters that are adjustable by thumbwheel, replaceable chips and the like may not be within the driver's reach and will preferably be located outside of the driver's compartment.

The use of any programmable multi-point rev limiter and/or a rate-of acceleration RPM limiter, either by themselves (e.g., MSD 7561, MSD 7761) or integrated into the ignition system (e.g., MSD 7530-T, MSD 7531) is prohibited in Top 32 competition.

MASTER CUT-OFF An external master electrical cut-off switch is required. If the switch is the "push/pull" type, "push" must be the action for shutting off the electrical system, "pull" to turn it on. The off position must be clearly indicated on all cars.

TAILLIGHTS One functional taillight is mandatory. Flashing, blinking or strobe lights are prohibited.



JUNIOR DRAGSTER

11.1 Safety & General Rules

AGE REQUIREMENTS Minimum age 5 years to drive in the League; those 6 and older can race against their peers. Drivers 5 years old restricted to 20.00 or slower e.t.; 6 and 7 years old restricted to 13.90 or slower e.t.; 8 and 9 years old restricted to 11.90 or slower e.t. Drivers 10 to 12 years old restricted to 8.90 or slower e.t. Drivers 13 to 18 years old whose cars meet Advanced class criteria restricted to 7.90 or slower e.t., and 85.00 mph or slower. Drivers 13 to 18 years old whose cars do not meet Advanced class criteria restricted to 8.90 or slower e.t.

ARM RESTRAINTS Mandatory. Must be worn and adjusted in such a manner that driver's hands and/or arms cannot be extended outside of roll cage and/or frametrails. Arm restraints shall be combined with the driver restraint system such that the arm restraints are released with the driver restraints. Refer to manufacturer for instructions.

DRIVER RESTRAINT SYSTEM Five-point, 1 3/4-inch-wide driver restraint system mandatory. Jr. Drag Racing League Section 4, page 18 JD Driver restraint system must meet SFI Spec 16.1 or 16.2 and be updated at two-year intervals from date of manufacture. All seat-belt and shoulder-harness installations must be mutually compatible, originally designed to be used with each other. For harness installation, see illustration below. Only units that release all five attachment points in one motion are permitted. When arm restraints are worn with a restraint system that uses a "latch lever," a protective cover must be installed to prevent arm restraint from accidentally releasing the latch lever. Protective cover not required if system uses "duck-bill" latch hardware. All harness sections must be mounted to the frame, crossmember, or reinforced mounting and installed to limit driver's body travel both upward and forward. Wrapping belts around lower frametrail prohibited. Where belts are wrapped around the frame members, they must be secured from sliding along the axis of the tube/frame member either by a tab or additional tubing. Under no circumstances are bolts inserted through belt webbing permitted for mounting.

HELMET A full-face helmet meeting Snell: SA2015, SA2020, K2015, K2020, M2015, M2020, SAH2010, 24.1/2015, 24.1/2020, 31.1/2015, 31.1/2020, 41.1/2015, 41.1/2020, FIA: 8860-2010, 8860-2015 or 8860-2018 helmet and shield mandatory. Taping or other modification to the helmet or visor that reduces the driver's field of vision is prohibited. NHRA Helmet Expiration Dates Label Expires Snell 2015 1/1/2027 Snell 2020 1/1/2032 SFI 31.1 and 41.1/2015 1/1/2027 SFI 31.1 and 41.1/2020 1/1/2032 SFI 24.1/2015 (JDRL only) 1/1/2027 Label Expires SFI 24.1/2020 (JDRL only) 1/1/2032 Snell CMR 2016 (JDRL only) 1/1/2028 FIA 8860-2010 1/1/2028 FIA 8860-2015 1/1/2033 FIA 8860-2018 1/1/2036

NECK COLLAR/HEAD AND NECK RESTRAINT DEVICE/SYSTEM For Trainee, Youth, Novice, Intermediate and Advanced Classes: Beginning June 1, 2020, a head and neck restraint device/ system meeting SFI 38.1 is mandatory and must display a valid SFI label. At all times that the driver is in the race vehicle, Section 4, page 19 Jr. Drag Racing League from the ready line until the vehicle is on the return road, driver must properly utilize an SFI 38.1 head and neck restraint device/system, including connecting the helmet as required for full functionality of the device. The SFI 38.1 head and neck restraint device/system, when connected, must conform to the manufacturer's mounting instructions, and it must be configured, maintained, and used in accordance with the manufacturer's instructions. A head and neck restraint device/ system may be used with or without an SFI 3.3 neck collar. If the device/system is used without a neck collar, an SFI 3.3 head sock or SFI 3.3 skirted helmet mandatory. For Masters Class: Neck collar meeting SFI 3.3 Mandatory. A head and neck restraint device/system meeting SFI 38.1 is permitted. The head and neck restraint device/system, when connected, must conform to the manufacturer's mounting instructions, and it must be configured, maintained, and used in accordance with the manufacturer's instructions. A head and neck restraint device/system may be used with or without a neck collar. If the device/system is used without a neck collar, an SFI 3.3 head sock or SFI 3.3 skirted helmet mandatory.

PROTECTIVE EQUIPMENT All drivers are required to wear a jacket and pants meeting SFI Spec 3.2A/1. Shoes, gloves, and socks mandatory. Socks must extend up into the pants. Nylon or nylon-type gloves and socks prohibited. No open-toe or open-heel shoes or sandals. Synthetic clothing not recommended.

11.2 Race Day Registration

- \$20 Gate Fee that goes towards the track to pay for personnel, glue, lights, etc.
- \$30 race entry fee to be paid at registration trailer prior to your second qualifying run.



JUNIOR DRAGSTER

12.1 Points Series

- \$50 points registration fee per driver (once annually).

- You do not need to be a member to run with us.
- Membership includes one .90 T-Shirt and 2 Stickers with your registration

Points are based on the NHRA Lucas Oil series points; please see the attached guide for points.

Actual Field Size	1st rd loss	2nd rd loss	3rd rd loss	4th rd loss	5th rd loss	6th rd loss	7th rd loss	R/U	Win
4 or less	33							64	85
5 to 8	32	43						64	85
9 to 16	31	42	53					64	85
17 to 32	30	41	52	63				74	95
33 to 64	30	40	51	62	73			84	105
65 to 128	30	40	50	61	72	83		94	105

12.2 Rules of the Track

- No flickering of the top bulb is permitted. If you are found to flicker the top-bulb in eliminations, you will automatically be disqualified for that round per the President.
- Auto Start is in use and is active when 3 bulbs are lit on the tree, the other driver then has 7 seconds to fully stage before the tree activates.
- Bye run will be determined by the best R/T if there is an uneven amount of cars
- No pullbacks
- Eliminations will be run based on an NHRA ladder starting at eight (8) cars or less combining all age classes, ladder will be determined by previous rounds R/T.
- Age groups for Jr Dragster will be (6-9). (10-12) and (13-18). If there is an uneven amount of cars for the age group, then that driver will run the next driver in the opposite lane of the age group – Example last 6-9 will run first 10-12
- Cones will be set up in the lanes, and this will be the Do or Don't line, once you pass that line, you are committed to the lane you are in, if you are seen trying to switch lanes after you pass the cones you will be disqualified from the event.
- Only the driver who appears on the tech card is permitted to drive down the racetrack that day.
- If you have breakage with your car and choose not to compete in round 1 you must tell the president ASAP so we can make sure your opponent is notified. If you have breakage and cannot make the time shot, we will allow you to make a clean-up run after notifying an official. Once you take the tree in a qualifier, no clean-ups are given. If you miss eliminations due to breakage you automatically lose the round. Once you make a qualifying run you cannot get your gate fee back.
- If weather becomes a factor all efforts will be made to complete the race on that weekend. At least 1 round of competition must be completed for points to count, this includes qualifying points. If we are paired for the 1st round and rain comes in and we cannot finish the event that race becomes a wash. If you are paired and past the ready line (Dial-in line) if racing is able to resume you must pair up with that driver.
- If you have no intention of running with MA Juniors that day, please pull off into the Test & Tune Lane. Do not line up into the MA Juniors time shot lane as you will then be included in the qualifying sheet. Remember once you break the beam in qualifying and make a run you are included on that ladder.
- If you receive a bye-run in eliminations, you may make a full run or just break the beam. The car must be FULLY Staged under its own power for the run to count, if you only Pre-Stage and roll the beams it is an automatic DQ.
- If you only break the beam, there is no infraction into the following round as far as lane choice, etc.
- ALL TRACK DECISIONS & DISQUALIFICATIONS WILL BE MADE BY: STARTER, TRACK OFFICIALS AND .90 PRESIDENT.



JUNIOR DRAGSTER

13.1 Driver's or crew responsibility

1. Entry fees are paid on a timely basis (Before 2nd Time Run).
2. Tech cards must be filled in properly and turned in to racetrack officials; MA.90A officials do not tech in cars.
3. Time slips have the proper car number on them.

Disciplinary action for rule infractions:

First offense- 1 race suspension

Second offense- 3 race suspension

Third offense- 1 year suspension

All final decisions are made by Rob Keister.

If for any reason you have a problem with another racer, payout, or how a race was run, you are to take it up with him on a one-on-one basis immediately. Any outbursts in front of other racers **WILLNOT BE TOLERATED** and could lead to disciplinary action from the series.

13.2 Pit Vehicles

All pit vehicles: golfcarts, quads, minibikes, scooters, etc., are to be operated by adults with valid drivers licenses only. Any non-licensed individual found to be operating a pit vehicle before, during or after a race on the racetrack property will be disqualified from that weekends event.

All racetrack operating personal reserve the right to enforce these rules and their own set of rules posted by the track.