

# **TRUCK & LIGHTNING**

## **General Description**

Truck & Lightning is designed for any year, make, and model Ford trucks using Ford engines only. SUV's, including: Explorers, Expeditions, Excursions, etc., permitted. Dragsters, vans, and roadsters prohibited. The Truck & Lightning class will run on an Open Comp format with a 1-tenth (1/10th) breakout.

## **Qualifying Information, Ladder Type, & Tree**

The class will be qualified by positive reaction time (r/t) closest to “.000” based on a Pro .500 Tree. “.000” is considered perfect. Any negative r/t (-.001, -1.231, etc.) will be placed at the bottom of the qualifying ladder, the more negative the r/t is, the farther down the ladder the run will be placed. For cases in which identical reaction times are made, qualifying position will be based on a first-come first served: the first occurring r/t will be placed #1, the second occurrence of said r/t will be placed #2, and so on. Class will be paired according to qualifying positions, and then advance to eliminations.

All Run, NHRA Sportsman Ladder, Pro .500 Tree, Handicap Start. Autostart, Courtesy Stage.

A 32 or less car field will be laddered on a sportsman ladder.

A 33 or greater car field is randomly paired and run until the field reaches 32 cars or less. When the field reaches 32 or less cars a sportsman ladder for the number of cars remaining will be used to pair the cars. Car placement on this ladder will be determined based on reaction time for the last round that was randomly paired.

If weather has caused the loss of one or more rounds of qualifying sessions, any entrants not qualified will be required to choose an index from the following list: 15.7 15.0, 14.0, 13.0, 12.0, 11.0, 10.0, 9.0, and 8.5 Competitor must submit their index to the race director on the last day of qualifying. Competitors will compete with their chosen index through eliminations. Any competitors who fail to submit their index on the qualifying day will automatically be assigned a 15.70 index.

## **RULES & REGULATIONS**

Any modifications, vehicle weight, or power adders permitted. Any gear change must occur as a result of an internal function of the transmission or from direct action by the driver.

Electronically Controlled, Pneumatic, electric, hydraulic, etc. shifters prohibited. Trans-brakes and 2-steps permitted.

## **BODY**

BODY: Window tint is prohibited forward of the “B” pillar for vehicles running quicker than 10.99.

## **WHEELS**

WHEELS: Spindle-mount front wheels prohibited.

## **RACING AIDS**

Delay boxes, cross-over boxes, or any “reaction-time related” electronic bracket racing aids prohibited in this class.

All Electronic Throttle Stops and related throttle-stop type accessories prohibited.

All Transbrake buttons must be on the approved NHRA list.

## **ET LIMITS**

The quickest qualifying ET permitted in this class is 8.60; the slowest qualifying ET permitted in this class is 15.70. Any qualifying pass quicker than 8.599 or slower than 15.701 will be disqualified and will not be counted. Competitor will be permitted to re-qualify if additional qualifying rounds are left. There is no ET limit (minimum or maximum) in eliminations. Competition will be regulated under standard NHRA “First or Worst” competition policy during qualifying and eliminations.

## **LANE CHOICE**

During qualifying and eliminations, it is the responsibility of the competitors to determine lane choice. If the competitors are unable to establish lane choice, a staging official will make the determination in the manner he/she chooses (i.e., coin flip, random choice, faster car, etc.)

## **DEEP STAGING**

See General Regulations 3.8.

## **ADVERTISING**

GRAPHICS: Graphics (for advertising or creative purposes) permitted on entire body, including doors, hood, rear quarter panels, front fenders, wing, etc.

## **APPEARANCE**

All cars in competition must be painted or wrapped. Advertising graphics are permitted on the body. In order to be eligible for the NMRA official contingency program, all contingency sponsors’ decals must be easily visible and located on the outside of the vehicle, on the rear quarter windows or rear window in a clear and organized fashion. Contingency decals may not be overlapped or modified. Other decals and sponsors may appear on bodywork, front end and on windows. Failure to do so can result in the driver forfeiting all claimed contingencies for that particular event. The NMRA does require all entries to run the following decals:

1. NMRA Windshield Banner: Decal needs to be located on the top of the windshield or just above the windshield located on the body.
2. NMRA Drag Racing Series: Decals (2) must be located on each side of vehicle. Either on the side windows or decals can be located on the body right beside the side windows.
3. Class Sponsor: Decal must be located on the passenger’s side lower portion of the windshield.

4. VP Racing Fuels: Official Fuel decals (2) required. Must be located on each side of vehicle. (In a contingency decal manner)
5. Aerospace Winners Circle: Decals (2) must be prominently displayed on each side of vehicle. Failure to do so can result in the winning driver forfeiting his/hers Winner's Trophy & Payout.
6. Class & Competition Numbers: Numbers must be easily visible/legible and located on the front, back, and both side windows

#### **DRIVER**

The driver when in the vehicle, from the ready line until the vehicle is safely stopped on the return road, is required to have all safety restraint systems (including the helmet) on and be securely fastened in the vehicle at all times

#### **CREDENTIALS**

A Valid state or government issued driver's license beyond a learner/s permit level mandatory for cars running 10.00 or slower.

A Valid NHRA competition license is mandatory for cars running 9.99 or quicker, at an NHRA Member Track. NHRA/IHRA competition license mandatory at an IHRA Member Track.

**Note:** It is ultimately the competitor's responsibility to familiarize themselves with the NMRA class requirements as well as all NHRA safety requirements. The competitor agrees they bear the ultimate responsibility when it comes to safety and how it complies with the NMRA and NHRA rule books. The competitor also agrees that no one else other than the competitor is in the best position to know about how their particular race car has been constructed and how to safely operate it.