official

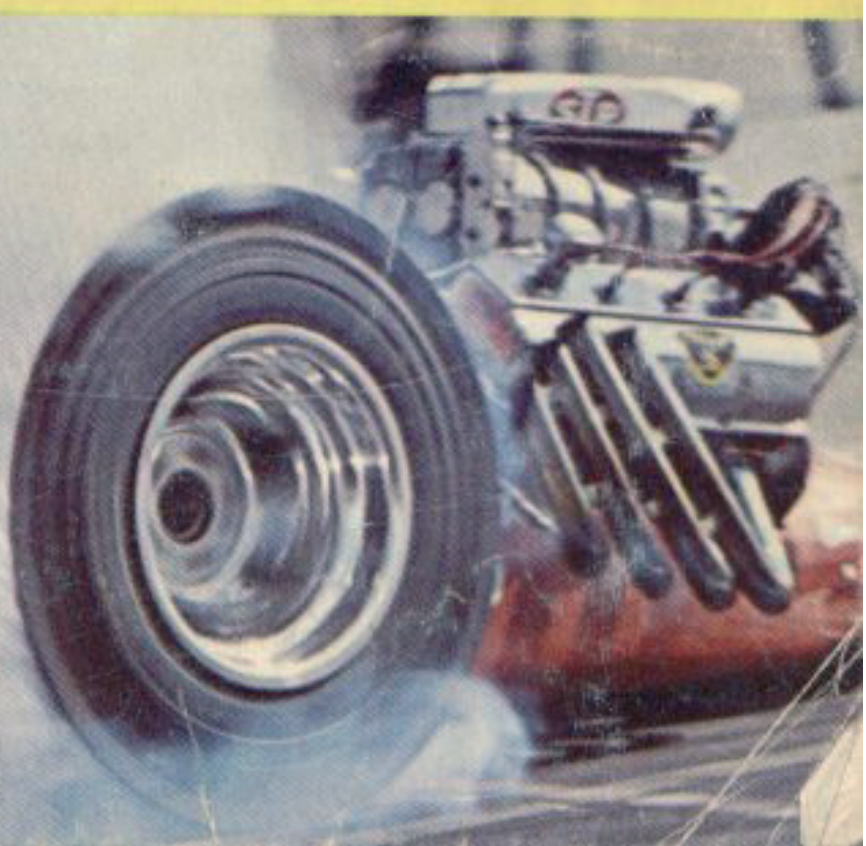
DRAG RACING RULES

and

TECHNICAL MANUAL

COMPLETE BREAKDOWN OF ALL CLASSES

INCLUDING NEW MOTORCYCLES AND SPORTS CAR CLASSIFICATION



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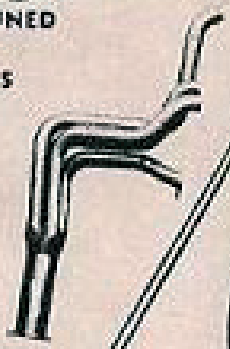

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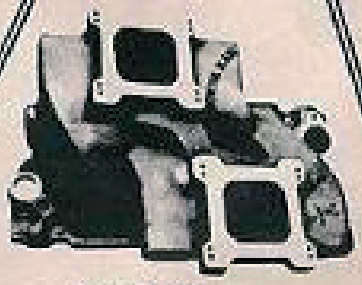

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DRAG RACING 1966 RULES

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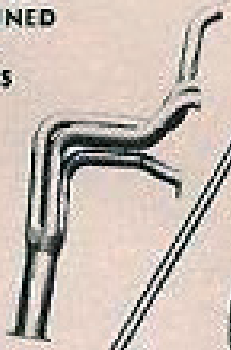

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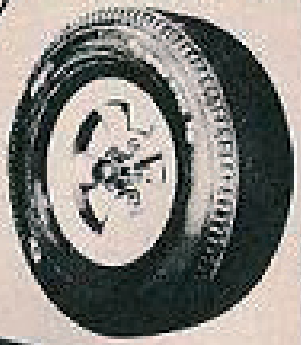

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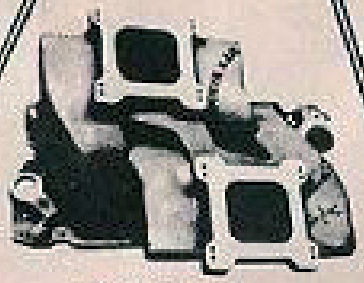

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During its 10 years of existence, the American Hot Rod Association — right along with drag racing and the other motor sports — has grown to a strong and sturdy manhood.

Since its infancy in 1956 when the Association was founded upon the rock of one drag strip and a single handful of members, the AHRA has grown into a truly national organization now sanctioning over 100 drag strips in 42 states and Canada and with a membership totaling more than 15,000.

This amazing rate of growth has not surprised the American Hot Rod Association — we knew the potential was there. The growth rate of the Association during the calendar year 1965 was measured at 150 per cent. And when drag racing 1966 is history, the AHRA believes, the pattern of expansion will be even more impressive.

More than half the people of the United States are under 28 years old. Drag racing is their sport. Drag racing is our sport, too. And yours. It is the only truly American sport. No other country can lay claim to it. It is a sport for the young — and the young at heart.

Drag racing is the first and only love of the American Hot Rod Association and all our efforts are directed toward its growth and betterment.

Every facet of the American sporting scene has its own special quality of excitement. Baseball has its moments like Don Larsen's perfect World Series game in 1956. Football had its perfect game between the Baltimore Colts and the New York Giants for the National Football League championship, played to an overtime victory by the Colts in 1958. Thoroughbred racing fans are thrilled when the announcer calls "They're off!" at the Kentucky Derby or the Belmont. Oval racing fans are thrilled when "Gentlemen, start your engines" is spoken over the loudspeaker at the Indianapolis 500.

And drag racing fans are thrilled when the two Top Fuel Eliminator finalists are roaring at the line, the "Christmas Tree" starting system is changing from yellow to green and the fuelers blast down the quarter, turning speeds over 200 miles per hour.

Yes, our sport has its own special brand of excitement. It's like no other in the world.

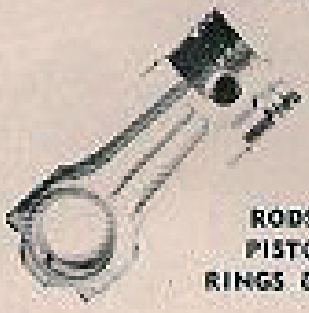
This 1966 rule book and technical manual will further explain and define the complicated and intricate sport of drag racing for both the novice and the veteran.

If there is ever a time you feel that the national offices of the American Hot Rod Association could help to further your enjoyment or understanding of the sport of drag racing, please don't hesitate to call on us.

The AHRA hopes to see you at the drag races in the future, and whether you are there as a competitor, fan, or crewman, you'll be welcomed by the fastest-growing sport in the world and the fastest-growing association in the world — American Hot Rod Association.

A MESSAGE FROM THE PRESIDENT

YOU WANT THE BEST



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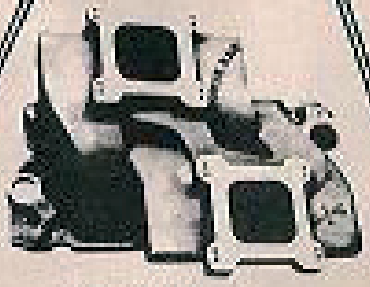

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AHRA HISTORY

The American Hot Rod Association was formed in 1956 by a group of ardent drag racers who felt their chosen sport was not being formulated properly. From the very first, certain basic concepts were adhered to which many think account for the rather phenomenal support given to AHRA by the veteran drag racers.

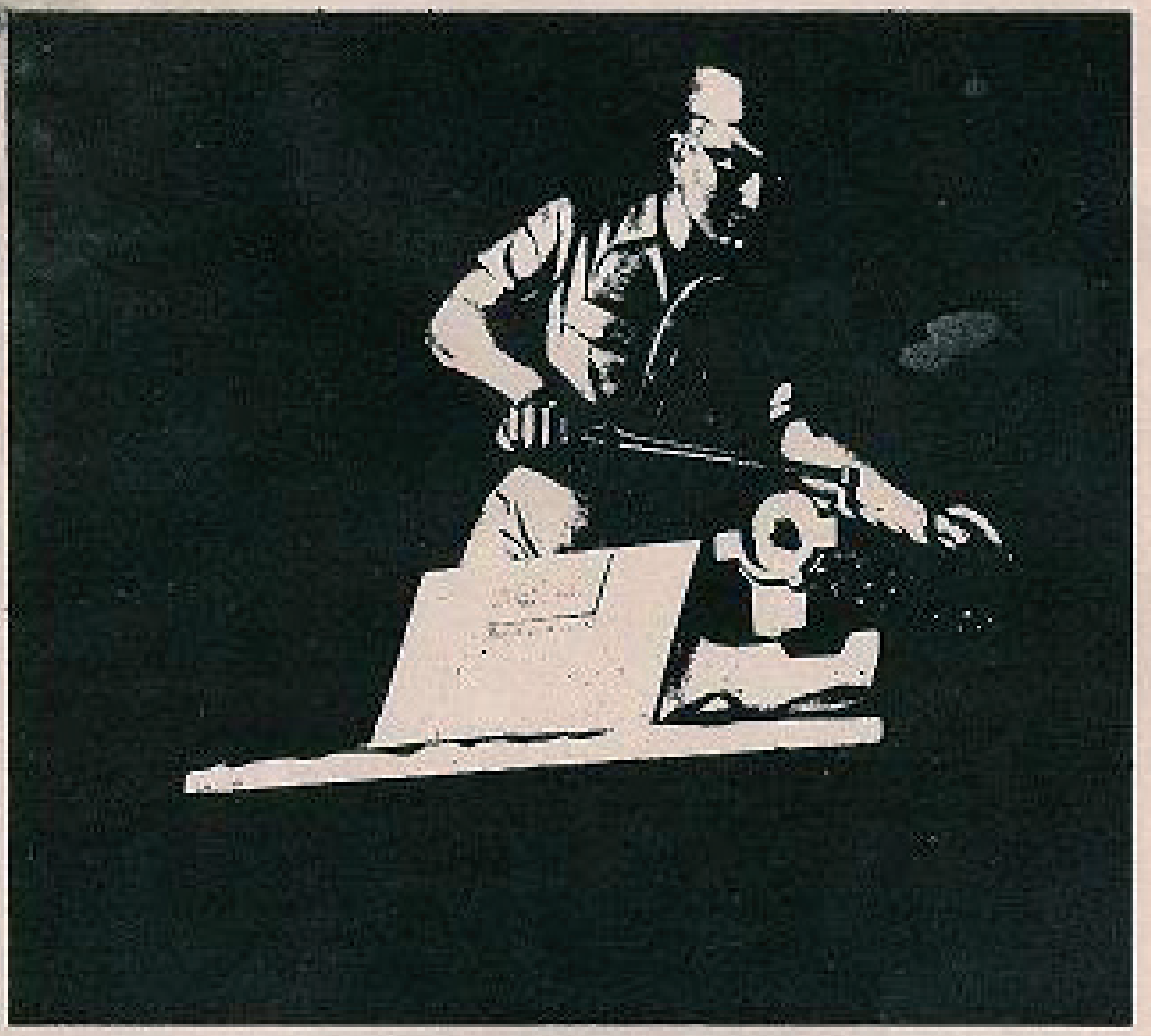
1964 saw a fantastic surge of drag strip owners who changed their allegiance to AHRA. Actually, when placed on an individual basis, this "surge" of strip owners was neither spontaneous nor sudden, as each of them had been carefully evaluating the American Hot Rod Association for months, even years.

Both the expansion of AHRA's office facilities and the additional manpower which has been added to the national staff of AHRA suggest a brief run-down of AHRA's historical background. Although organized in 1956, AHRA, as a national sanctioning association, made very little growth progress until 1960. In that year, an extremely personable and dynamic man in the personage of Jim Tice was given the reins of AHRA as its president. From this point forward, the staff manning the national offices of AHRA buckled down with only one long range objective in mind — to improve and elevate the sport of drag racing to its proper stature in the American society.

The years 1960 through 1962 were crucial ones in the growth of AHRA. The AHRA story was difficult to infuse into all areas of the sport. Therefore, selected, more critical areas had to be developed first, which required painstaking effort, dogged determination, helped tremendously by a hard-core veteran group of drag racers, strip operators and manufacturers who equally felt that drag racing needed more — must have more. During this period, AHRA had a comparatively weak voice in drag racing, but in spite of the many setbacks, the many heartbreaks and disappointments, AHRA was slowly building, slowly gaining in stature. A solid groundwork was being laid which seemed relatively hopeless at the time, but now this groundwork suddenly becomes quite meaningful.

Having been originally formed as a completely democratic organization, AHRA could not, as became obvious to everyone, continue this method of operation if they were to approach their original goal of improving drag racing, of increasing the facilities for the drag racers and of providing both the strip operator and the manufacturer with a coordinated, national effort which could be depended upon. Therefore, over the last five years the power of veto has been transferred from the membership at large to the Board of Directors. In short, thousands upon thousands of AHRA members cannot meet to formulate policy, drag racing rules, and the hundreds of major decisions which must be acted upon from day to day, week to week, month to month, year to year. The national offices of AHRA must be established so that the administration of its functions can be managed in much the same manner as that of any free enterprise business.

In the final analysis, AHRA's present favorable position can be attributed to a large extent to the great number of veteran drag racers, veteran strip owners and managers, and key manufacturing companies who have stuck by AHRA through the years, not knowing exactly what might be the outcome but still, somehow, someway, knowing that AHRA had the most plus features and the most positive answers. ●



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FOREWORD

As is true of most sporting activities, drag racing is conducted within a framework of rules and regulations that govern the event, the participant, and directors. Each year a number of dedicated individuals representing a cross section of racers, insurers, technical advisers, and strip operators assemble to pool their knowledge and experience to further our dynamic sport. It is our belief that Drag Racing Rules '66 will accelerate the sport's growth, provide competition keener than ever before and encourage increased participation in each and every class.

On the following pages, you will find the rules, requirements and safety regulations for drag racing. It is essential in every sport that you familiarize yourself with the rules before entering competition and obey them during participation. The hours of research and editing put forth in the 1966 Drag Rules manual insures you the latest information available.

We believe 1966 will be the greatest year in drag racing history and would like to encourage you to take part in America's fastest growing spectator and participant pastime.


CRANE
CAMS
HEADERS

STOCK DIVISION

All Unlimited Stock, Factory Experimental, Stock, Stock Sports and Foreign Sports cars will compete in this division of competition.

A. UNLIMITED STOCK CAR SECTION

This section is for cars specifically designed for drag racing. There will be one (1) class in this section. It is designated:

Handicap No.

1. U/SU Ultra-Stock Injected or carbs, 2,500 lbs.

Our requirements for this category are as follows:

1. 2,500 lbs. minimum weight.
2. 430 cubic inch maximum.
3. Normally aspirated engines (including injectors—no blowers).
4. Must burn gasoline.
5. All ballast, if any, must be firmly anchored.
6. All cars in this category must be equipped with roll bar and shoulder harness, and drivers must wear helmets.
7. Scattershields are required.
8. This class will be eligible for Mr. Stock Eliminator and Super Stock Eliminator.
9. Wheelbase may be altered from stock.
10. Engine may be set back 10%.

Cars meeting the above class requirements are eligible only for the above classes. All other requirements are the same as for FX.

B. FACTORY EXPERIMENTAL STOCK CAR SECTION

There will be five (5) classes for the "Factory Experimental" type car. The designations are: U/SI—Ultra Stock Injected; U/S—Ultra Stock; S/S—Super Stock; A/S—A Stock; and B/S—B Stock.

Cars in this category will include stock cars equipped with fuel injection, hemi-head and/or overhead cam engines with a maximum displacement of 440 cubic inches. Each designation will be preceded by an FX.

Engine may be set back 10%.

Magnetos may be used in FX and Unlimited Stock categories.

Cars equipped with all-steel bodies, as well as those with lightweight components, such as fiberglass and aluminum, will be permitted in this section.

Any size or type of tire and/or wheel is allowed in this section as long as the car maintains wheel wells. These cars will be weighed and ballast will be permitted. Cars in this section must have a minimum of one front seat. Roll bars, shoulder harness, and crash helmets are required in this category. No alterations of the wheel base, tread, or body position relative to the chassis will be permitted. Cars in this section must run wheelbase, tread, and body types similar to showroom stock cars. They must run service station pump gasoline. An approved bellhousing shield is required on all cars equipped with manual transmission in this section. These cars will be eligible for Mr. Stock Eliminator.

Hand. No.	Class	
3	FX-U/SI	Must weigh a minimum scale wt. of 2800 lbs.
4	FX-U/S	Must weigh a minimum scale wt. of 2800 lbs.
5	FX-S/S	Must weigh a minimum scale wt. of 3000 lbs.
6	FX-A/S	Must weigh a minimum scale wt. of 3200 lbs.
7	FX-B/S	Must weigh a minimum scale wt. of 3400 lbs.

C. STOCK CAR SECTION

There shall be 11 formulas and 166 basic classes in this section for American factory production automobiles, classified according to cubic inch displacement, carburetion, lift-

ers, and engine type. Stock cars must run service station pump gasoline. Cars may be entered into optional classes, at the discretion of the Technical Committee at the time of initial classification. No lightweight packages will be permitted in this section.

FORMULA O STOCK

Multiple Carburetion

HAND. NO.	CLASS	HAND. NO.	CUBIC INCHES
9	S/S-S/SA	9	420-440

(Street Hemi's 1966 models only)

FORMULA 1 STOCK

Multiple Carburetion—Solid Lifters

HAND. NO.	CLASS	HAND. NO.	CUBIC INCHES
10	S/S-S/SA	10	420&up
11	A/S-A/SA	12	400-419
12	B/S-B/SA	13	380-399
13	C/S-C/SA	14	360-379
14	D/S-D/SA	15	340-359
15	E/S-E/SA	16	320-339
16	F/S-F/SA	17	300-319
17	G/S-G/SA	18	280-299
18	H/S-H/SA	19	260-279

FORMULA 2 STOCK

Multiple Carburetion—Hydraulic Lifters

HAND. NO.	CLASS	HAND. NO.	CUBIC INCHES
11	S/S-S/SA	11	420&up
12	A/S-A/SA	13	400-419
13	B/S-B/SA	14	380-399
14	C/S-C/SA	15	360-379
15	D/S-D/SA	16	340-359
16	E/S-E/SA	17	320-339
17	F/S-F/SA	18	300-319
18	G/S-G/SA	19	280-299
19	H/S-H/SA	20	260-279

FORMULA 3 STOCK

Supercharged & Fuel Injection—Solid Lifters

HAND. NO.	CLASS	HAND. NO.	CUBIC INCHES
13	S/S-S/SA	14	300&up
15	A/S-A/SA	16	186-299
20	B/S-B/SA	21	0-185

FORMULA 4 STOCK

Supercharged & Fuel Injection—Hydraulic Lifters

HAND. NO.	CLASS	HAND. NO.	CUBIC INCHES
14	S/S-S/SA	15	300&up
16	A/S-A/SA	17	186-299
21	B/S-B/SA	22	0-185

FORMULA 5 STOCK

Four Barrel Carburetion—Solid Lifters

HAND. NO.	CLASS	HAND. NO.	CUBIC INCHES
11	S/S-S/SA	11	420&up
12	A/S-A/SA	13	400-419
13	B/S-B/SA	14	380-399
14	C/S-C/SA	15	360-379
15	D/S-D/SA	16	340-359
16	E/S-E/SA	17	320-339
17	F/S-F/SA	18	300-319
18	G/S-G/SA	19	280-299
19	H/S-H/SA	20	260-279
20	I/S-I/SA	21	240-259
21	J/S-J/SA	22	220-239
22	K/S-K/SA	23	0-219

FORMULA 6 STOCK

Four Barrel Carburetion—Hydraulic Lifters

HAND. NO.	CLASS	HAND. NO.	CUBIC INCHES
12	S/S-S/SA	12	420&up
13	A/S-A/SA	14	400-419
14	B/S-B/SA	15	380-399
15	C/S-C/SA	16	360-379
16	D/S-D/SA	17	340-359
17	E/S-E/SA	18	320-339
18	F/S-F/SA	19	300-319
19	G/S-G/SA	20	280-299
20	H/S-H/SA	21	260-279
21	I/S-I/SA	22	240-259
22	J/S-J/SA	23	220-239
23	K/S-K/SA	24	0-219

FORMULA 7 STOCK

Two Barrel Carburetion

HAND. NO.	CLASS	HAND. NO.	CUBIC INCHES
14	S/S-S/SA	14	420&up
15	A/S-A/SA	16	400-419
16	B/S-B/SA	17	380-399
17	C/S-C/SA	18	360-379
18	D/S-D/SA	19	340-359

19	E/S-E/SA	20	320-339
20	F/S-F/SA	21	300-319
21	G/S-G/SA	22	280-299
22	H/S-H/SA	23	260-279
23	I/S-I/SA	24	240-259
24	J/S-J/SA	25	220-239
25	K/S-K/SA	26	0-219

FORMULA 8 STOCK

Flatheads and Straight Eights

HAND. NO.	CLASS	HAND. NO.	CUBIC INCHES
20	S/S-S/SA	22	331 & up
21	A/S-A/SA	23	303-330
22	B/S-B/SA	24	280-302
23	C/S-C/SA	25	257-279
24	D/S-D/SA	26	230-256
25	E/S-E/SA	27	0-229

FORMULA 9 STOCK

Four and Six Cylinders—Two Barrel Carburetion

HAND. NO.	CLASS	HAND. NO.	CUBIC INCHES
23	S/S-S/SA	24	250 & up
24	A/S-A/SA	25	230-249
25	B/S-B/SA	26	210-229
26	C/S-C/SA	27	190-209
27	D/S-D/SA	28	170-189
28	E/S-E/SA	29	150-169
29	F/S-F/SA	30	130-149
30	G/S-G/SA	31	0-129

FORMULA 10 STOCK

Four and Six Cylinders — One Barrel Carburetion

HAND. NO.	CLASS	HAND. NO.	CUBIC INCHES
24	S/S-S/SA	25	250 & up
25	A/S-A/SA	26	230-249
26	B/S-B/SA	27	210-229
27	C/S-C/SA	28	190-209
28	D/S-D/SA	29	170-189
29	E/S-E/SA	30	150-169
30	F/S-F/SA	31	130-149
31	G/S-G/SA	31	0-129

The following classes are optional and will be run at all championship meets. They may be run in all or part at the discretion of local drag strips.

The **Optional** classes are for cars with wheelbases between 106" and 112.9". The **Extra** are for cars with wheelbases 117.5" and over.

FORMULA 1 STOCK OPTIONAL

Multiple Carburetion—Solid Lifters

Wheelbase 106"-112.9"

HAND. NO.	CLASS	HAND. NO.	CUBIC INCHES
14	E/SO-E/SOA	15	320-339
15	F/SO-F/SOA	16	300-319
16	G/SO-G/SOA	17	280-299
17	H/SO-H/SOA	18	260-279

FORMULA 2 STOCK OPTIONAL

Multiple Carburetion—Hydraulic Lifters

Wheelbase 106"-112.9"

HAND. NO.	CLASS	HAND. NO.	CUBIC INCHES
15	E/SO-E/SOA	16	320-339
16	F/SO-F/SOA	17	300-319
17	G/SO-G/SOA	18	280-299
18	H/SO-H/SOA	19	260-279

FORMULA 5 STOCK OPTIONAL

Four Barrel Carburetion—Solid Lifters

Wheelbase 106"-112.9"

HAND. NO.	CLASS	HAND. NO.	CUBIC INCHES
15	E/SO-E/SOA	16	320-339
16	F/SO-F/SOA	17	300-319
17	G/SO-G/SOA	18	280-299
18	H/SO-H/SOA	19	260-279

FORMULA 6 STOCK OPTIONAL

Four Barrel Carburetion—Hydraulic Lifters—Wheelbase 106"-112.9"

HAND. NO.	CLASS	HAND. NO.	CUBIC INCHES
16	E/SO-E/SOA	17	320-339
17	F/SO-F/SOA	18	300-319
18	G/SO-G/SOA	19	280-299
19	H/SO-H/SOA	20	260-279

FORMULA 7 STOCK OPTIONAL

Two Barrel Carburetion

Wheelbase 106"-112.9"

HAND. NO.	CLASS	HAND. NO.	CUBIC INCHES
18	E/SO-E/SOA	19	320-339
19	F/SO-F/SOA	20	300-319
20	G/SO-G/SOA	21	280-299
21	H/SO-H/SOA	22	260-279

FORMULA 1 STOCK EXTRA

Multiple Carburetion—Solid Lifters
Wheelbase 117.5" & Up

HAND. NO.	CLASS	HAND. NO.	CUBIC INCHES
11	S/SX-S/SXA	11	420&up
12	A/SX-A/SXA	13	400-419
13	B/SX-B/SXA	14	380-399
14	C/SX-C/SXA	15	360-379
15	D/SX-D/SXA	16	340-359
16	E/SX-E/SXA	17	320-339

FORMULA 2 STOCK EXTRA

Multiple Carburetion—Hydraulic Lifters
Wheelbase 117.5" & Up

HAND. NO.	CLASS	HAND. NO.	CUBIC INCHES
12	S/SX-S/SXA	12	420&up
13	A/SX-A/SXA	14	400-419
14	B/SX-B/SXA	15	380-399
15	C/SX-C/SXA	16	360-379
16	D/SX-D/SXA	17	340-359
17	E/SX-E/SXA	18	320-339

FORMULA 5 STOCK EXTRA

Four Barrel Carburetion—Solid Lifters
Wheelbase 117.5" & Up

HAND. NO.	CLASS	HAND. NO.	CUBIC INCHES
12	S/-SX-S/SXA	12	420&up
13	A/SX-A/SXA	14	400-419
14	B/SX-B/SXA	15	380-399
15	C/SX-C/SXA	16	360-379
16	D/SX-D/SXA	17	340-359
17	E/SX-E/SXA	18	320-339

FORMULA 6 STOCK EXTRA

Four Barrel Carburetion—Hydraulic Lifters—Wheelbase 117.5" & Up

HAND. NO.	CLASS	HAND. NO.	CUBIC INCHES
13	S/SX-S/SXA	13	420&up
14	A/SX-A/SXA	15	400-419
15	B/SX-B/SXA	16	380-399
16	C/SX-C/SXA	17	360-379
17	D/SX-D/SXA	18	340-359
18	E/SX-E/SXA	19	320-339

D. STOCK PRODUCTION SPORTS CAR SECTION

American cars in this division must be stock-type factory production cars. Moderate customizing is permitted. Production cars with excessive chopping, channeling, or sectioning will be advanced to the Modified Sports Car Division at the discretion of the Technical Committee.

There shall be thirty-one (31) classes in this division, classified according to lifters, carburetion, or fuel injection.

FORMULA 1 STOCK SPORTS

Fuel Injection, Webers, & Supercharged

HAND. NO.	CLASS	MAKE OF CAR & CUBIC INCH REQUIREMENT
1	XA	Cobra 427
4	XB	Corvette 427
6	XC	Corvette 396, Cobra 289
12	XD	Corvette 327
14	XE	Corvette 283, T-Bird 312, Mustang GT-350, 289
15	XF	Corvette 265, T-Bird 292

FORMULA 2 STOCK SPORTS

Multiple Carburetion, Solid Lifters

HAND. NO.	CLASS	MAKE OF CAR & CUBIC INCH REQUIREMENT
2	XA	Cobra 427
8	XB	Corvette 427, Cobra 289
10	XC	Corvette 396
13	XD	Corvette 327
15	XE	Corvette 283, T-Bird 312, Mustang GT-350, 289
16	XF	Corvette 265, T-Bird 292
18	XG	All 6 cylinder Corvettes

FORMULA 3 STOCK SPORTS

Multiple Carburetion, Hydraulic Lifters

HAND. NO.	CLASS	MAKE OF CAR & CUBIC INCH REQUIREMENT
3	XA	Cobra 427

9	XB	Corvette 427
11	XC	Corvette 396, Cobra 289
14	XD	Corvette 327
16	XE	Corvette 283, T-Bird 312, Mustang GT-350, 289
17	XF	Corvette 265, T-Bird 292

FORMULA 4 STOCK SPORTS

Four Barrel Carburetion, Solid Lifters

HAND. NO.	CLASS	MAKE OF CAR & CUBIC INCH REQUIREMENT
3	XA	Cobra 427
9	XB	Corvette 427
11	XC	Corvette 396, Cobra 289
14	XD	Corvette 327
16	XE	Corvette 283, T-Bird 312, Mustang GT-350, 289
17	XF	Corvette 265, T-Bird 292

FORMULA 5 STOCK SPORTS

Four Barrel Carburetion, Hydraulic Lifters

HAND. NO.	CLASS	MAKE OF CAR & CUBIC INCH REQUIREMENT
4	XA	Cobra 427
10	XB	Corvette 427
12	XC	Corvette 396, Cobra 289
15	XD	Corvette 327
17	XE	Corvette 283, T-Bird 312, Mustang GT-350, 289
18	XF	Corvette 265, T-Bird 292

E. FOREIGN SPORTS CAR SECTION

There will be twelve (12) classes available for Foreign Sports Cars. There will be one class for two cylinder machines, one class for three cylinder machines, seven classes for four cylinder machines and three classes for six cylinder (or more) machines.

The class designations are: XFA, XFB, XFC, XFD, XFE, XFF, XFG, XFH, XFI, XFJ, XFK, and BUG.

HAND. NO.	CLASS	CYL.	INCLUDES
14	XFA	6	All Foreign Sports Cars of 6 cylinders or more other than those in classes XFB and XFC.
16	XFB	6	Austin Healey, 6 cyl. OHV, 3000 series, all. Jaguar, valve-in-head (except Mark VII & Mark VIII). Mercedes-Benz "300."
17	XFC	6	Fiat 2100, all. Ford, Zephyr Mark II. Jaguar, twin overhead cam, all. Mercedes-Benz 220, all.
18	XFD	4	Alfa Romeo, series 2000, Super, Veloce, all. Austin-Healey, 4 cyl. valve-in-head. Fiat, 1500 Spider, all. MG, DOHC series, all. Mercedes-Benz, 190 series. Porsche, Super 90, Carrera, all. Toyopet, all. Triumph, TR 3, TR 4, all.
19	XFE	4	Alfa Romeo, Giulietta Spider (does not include 2000 series), Giulietta Sprint (does not include Veloce). Citroen, all. MG, 1600 series, 1600 Mark II series. Mercedes-Benz, 180, 190, 190D. Sunbeam, Alpine, all. Volvo, all.
20	XFF	4	Borgward, all. Hansa with twin carbs. MG, series TF 1500, series A, all through 1965. MG, Magnette, Magnette Mark III. Peugeot, all.

			Porsche, standard, super, all through 1965. Simca, all 4 cyl. OHV. Sunbeam, Rapier, all through 1965. Taunus, all.
21	XFG	4	Austin, A50, A55, A55 Mark II, all through 1965. Borgward, Series Hansa, 1100, all through 1965 except twin carb. model. Fiat, 1100 sedan, 1100, 1200, all through 1965. Goliath, all. Hillman, OHV, all. Mercedes-Benz, "180" 1956, early 1957, "180D," all. Metropolitan, 1500 series, all through 1965. Opel, all. Vauxhall, all.
22	XFH	4	Austin Healey Sprite, Sprite Mark II through 1965.
			Datsun, all. Ford (English), Anglia, Anglia Prefect through 1965. Hillman, L Head Husky, all through 1958. MG Midget through 1965. Metropolitan, series A & B, all through 1965. Morris, series 1000, all. Triumph, TR 10, Herald through 1965.
23	XFI	4	Austin, A-35, A-40 "850" through 1965. Fiat, Abarth, 600 sedan, 600 Multipla, through 1965. Morris, Series II, "850" through 1965. Renault, all through 1965.
24	XFJ	3	All three cylinder machines.
25	XFK	2	All two cylinder machines.
26	BUG		All Volkswagens.

STOCK CAR DIVISION CLASS REQUIREMENTS

AIR CLEANERS are optional and may be removed or altered.

BATTERIES may be relocated.

BODIES: Moderately customized cars may be run in this division at the discretion of the Technical Committee. Excessive chopping, channeling, or sectioning will not be permitted. Convertible tops may be chopped. Convertible-type cars must run with the top up. Sedan delivery and sedan pickups (i.e., ½-ton panel trucks, Rancheros, El Caminos, etc.) may run in this division, provided they meet all class requirements. Pickup beds may not be altered in height, width or length. Stock wheel base must be maintained.

BUMPERS: Front and rear bumpers must be used.

CARBURETORS: All modifications to a carburetor are permissible. Any type linkage may be used from the foot pedal to the carburetors, provided return springs are used. All machines must use an American automobile manufacturer's intake manifold. No adapting of a two barrel carburetor to a four barrel intake manifold. American-made automotive carburetors only may be used in this division.

CLUTCHES should not exceed 3,600 lbs. spring pressure. Lightened flywheels are permitted. Any lightweight flywheel and/or clutch assembly manufactured by a reputable manufacturer may be used. Bellhousing shield is recommended whenever possible.

DISTRIBUTOR: Any battery operated ignition system may be used.

DRIVE LINES: All cars with open drive lines should have front end of drive line supported by a metal loop or strap, securely mounted to the frame or frame structure, to prevent drive line from coming in contact with the strip in case of universal-joint failure.

ENGINE: The engine in each car must be of the same type, year, and make as the car in which it is being run. Factory replacement engines will be permitted. Cylinders may be bored a maximum of .060 larger than standard bore size for each respective engine, but may not exceed 440 cubic inches including overbore and/or clearance. The owner must declare the correct cubic inch displacement including overbore at the time of classification. Stock stroke must be maintained. Any flat tappet camshaft may be used. Any heads may be used, provided they are of the same make as the engine. Any compression ratio is permissible. Intake ports may be matched to manifold. Engine may not be ported, polished or relieved. Any size valve may be used.

EXHAUST SYSTEMS: Headers are permissible. Open bypasses are permitted. Mufflers are optional. Outlets for open exhaust cannot exceed four inches in diameter. A maximum of two outlets per car will be permitted.

FAN, GENERATOR & WATER PUMPS must be connected and in operation at all times. Belts must be tight and drive equipment without excessive slippage. Clutch-type fans are legal. Each fan must have at least two blades.

FUEL PUMPS: The addition of automotive-type electric fuel pumps is permissible when pump is installed between the fuel tank and the stock mechanical fuel pump, with ignition

switch acting as power shutoff. Fuel must be routed through stock mechanical fuel pump. Any size fuel lines may be used. Fuel blocks are permitted.

GASOLINE: Service station pump gasoline, as sold to the general public through retail automotive service stations, must be used. Aviation gasoline or additives of any type to increase gravity, octane rating, etc., may not be used.

HOODS: Car must have a full hood. Air scoops are permissible.

INSTRUMENTS: Supplementary instruments, such as tachometers, vacuum gauges, etc., may be installed at the option of the owner.

POWER STEERING, power assist accessories and/or air conditioning pump drive belts may be disconnected during competition, provided they do not also drive the fan and/or generator, or that the removal of the power steering belt would not adversely affect the steering of the car.

REAR AXLE: Any stock production rear axle assembly may be used. Limited-slip or ratchet-type rear ends are permissible in this division. Locked rear ends are not allowed.

SPARK PLUGS: Any type automotive spark plug or ignition wiring system is permissible.

SUSPENSION system must have the same type and number of springs as when originally produced. One operable shock absorber at each wheel. Excessive modification of the stock suspension system may result in disqualification at the discretion of the Technical Committee.

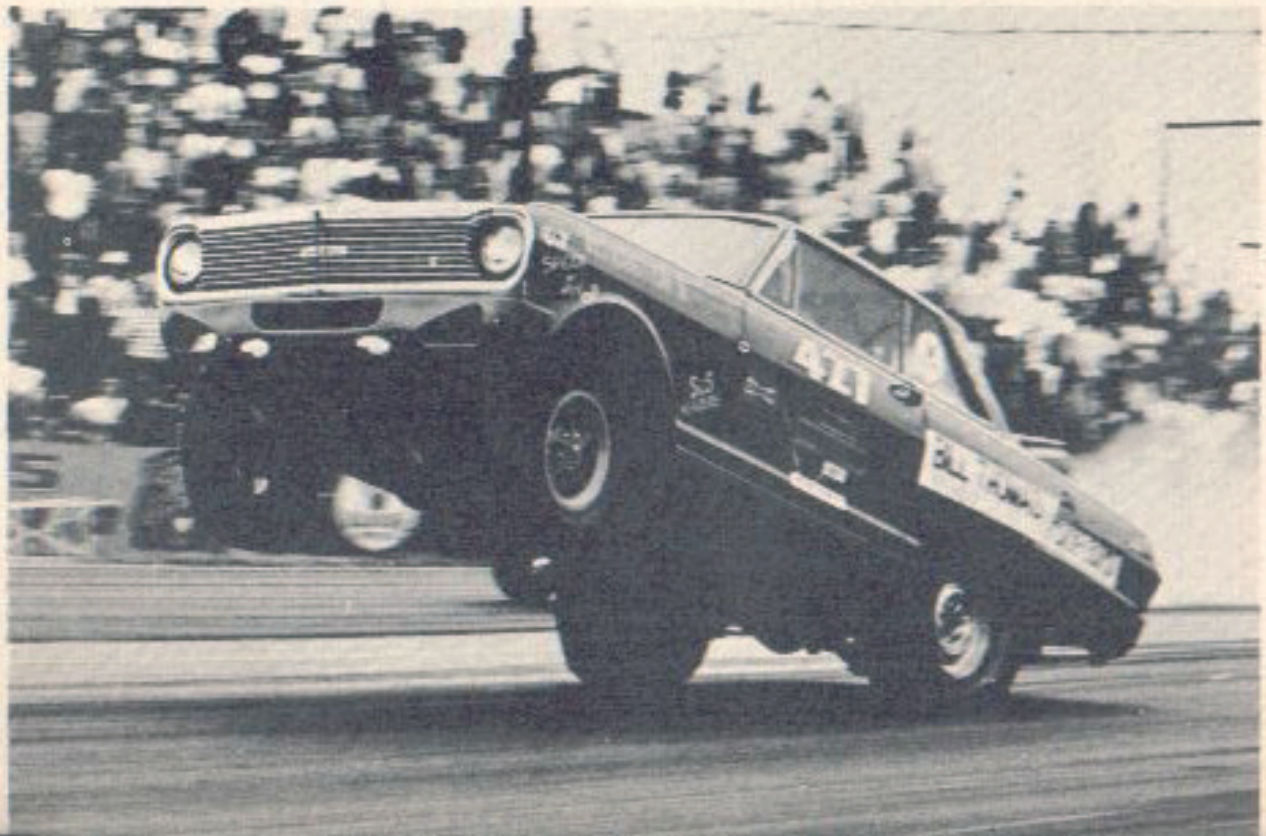
TIRES: Any size wheel and tire that will fit under the fenders will be permitted. No alteration of fenders or wheel wells that change the outward appearance will be permitted. Slicks and cheater slicks may be used in all classes.

TRACTION BARS or devices to transmit rear axle torque to the frame are considered safety factors and are therefore permissible.

TRANSMISSIONS: Any passenger car transmission is permissible. Any gears that will fit in stock case will be allowed. Floor shift conversion kits will be permitted. Automatic transmissions may be "beefed." Modifications to the shifting pattern are permissible, but full shift pattern must be maintained.

UPHOLSTERY: Full factory-type upholstery is required.

WINDSHIELDS & WINDOWS: Windows must be fully operative and of stock-type material.



Hot Rod Division

Must run service station pump gasoline. Hot rod classes are for dual purpose cars, capable of starting under their own power and returning to the pit area after making a run. Cars in this section must also be capable of being driven on the street for sustained periods in any type of traffic conditions. Bodies, engines, drive trains, chassis, etc., may not be altered, modified, or re-located except as noted in the Class Requirements. Push or towed starts are not allowed. Push cars are not permitted in this division. Lightweight body components may be used. No hemi V8's, overhead cam V8's or strokers allowed in this category.

There shall be four (4) formulas with a total of 26 classes of competition in this division, classified according to total car scale weight divided by total cubic inch engine displacement.

FORMULA 1

Multiple Carburetion

HAND. NO.	CLASS	LBS. PER CUBIC IN.
4	AHR	0- 6.99
6	BHR	7.00- 8.99
8	CHR	9.00- 9.99
9	DHR	10.00-10.99
10	EHR	11.00-11.99
11	FHR	12.00-12.99
12	GHR	13.00-14.49
13	HHR	14.50 & up

FORMULA 2

One Four Barrel Carburetor

HAND. NO.	CLASS	LBS. PER CUBIC IN.
5	AHR	0- 6.99
7	BHR	7.00- 8.99
9	CHR	9.00- 9.99
10	DHR	10.00-10.99
11	EHR	11.00-11.99
12	FHR	12.00-12.99
13	GHR	13.00-14.49
14	HHR	14.50 & up

FORMULA 3

One Two Barrel Carburetor

HAND. NO.	CLASS	LBS. PER CUBIC IN.
8	AHR	0- 6.99
10	BHR	7.00- 8.99
12	CHR	9.00- 9.99
13	DHR	10.00-10.99
14	EHR	11.00-11.99
15	FHR	12.00-12.99
16	GHR	13.00-14.49
17	HHR	14.50 & up

FORMULA 4

Factory Supercharged & Factory Fuel Injection

HAND. NO.	CLASS	LBS. PER CUBIC IN.
3	AHR	0- 9.99
8	BHR	10.00 & up

HOT ROD DIVISION CLASS REQUIREMENTS

AIR CLEANERS are optional and may be removed or altered at owner's option.

BODIES: Moderately customized cars may run in this division at the discretion of the Technical Committee. Excessive chopping, channeling or sectioning will not be permitted. Convertible tops may be chopped. Convertible-type cars must run with the top up. Sedan delivery and sedan pickups (i.e., ½-Ton panel trucks, Rancheros, El Caminos, etc.) may run in this division provided they meet all the class requirements. Pickup beds may not be altered in height, width or length.

BUMPERS are not required.

CARBURETORS: Any carburetors may be used and may be modified in any manner.

CLUTCHES: Should not exceed 3,600 lbs. spring pressure. Bellhousing shield is recommended whenever possible.

CYLINDERS may be overbored any amount. Stock stroke must be maintained. Owner must declare correct cubic inch engine displacement, including overbore, at the time of classification.

DISTRIBUTOR: Any battery-operated ignition system may be used.

DRIVE LINES: All cars with open drive

lines should have front end of drive line supported by a metal loop or strap, securely mounted to the frame or frame structure, to prevent drive line from coming in contact with the strip in case of universal-joint failure.

ENGINE in each car must be of the same type and make as the car in which it is being run. For example: A Chevrolet engine must be used in a Chevrolet body, or a Ford engine in a Ford body. Any engine may be used in any model of the same make if the engine is in the original location. No firewall or radiator modifications or alterations permissible. Inner fender panels may be altered for header clearance. Any camshaft may be used. Milling of the heads or planing of the block is permissible. Any piston may be used. Any head may be used.

EXHAUST SYSTEM: Headers and open bypasses are permissible. Outlets for open exhaust cannot exceed four inches in diameter. A maximum of two outlets per car is permitted.

FAN, GENERATOR & WATER PUMPS must be connected and in operation. Clutch-type fans are legal. Each fan must have at least two blades.

FUEL PUMPS: The addition of automotive-type electric fuel pumps is permissible. The ignition switch must act as a power shut-off. Fuel lines may be any size. Fuel blocks are permitted.

GASOLINE: Service station pump gasoline, as sold to the general public through retail automotive service stations, must be used. Aviation gasoline or additives of any type to increase gravity, octane rating, etc., may not be used.

HOODS: Car must have a full hood. Air scoops are permissible.

INSTRUMENTS: Supplementary instruments, such as tachometers, vacuum gauges, etc., may be installed at the option of the owner.

INTAKE MANIFOLD: Any intake manifold may be used.

POWER STEERING: Power assist accessories and/or air conditioning pump drive belts may be disconnected during competition, provided they do not also drive the fan and/or generator, or that the removal of the power steering belt would not adversely affect the steering of the car.

REAR AXLE: Any rear axle ratio or any factory third member may be used. Limited-slip or ratchet-type rear ends are permissible in this section. Locked rear ends are not allowed.

SPARK PLUGS: Any type of spark plug or ignition wiring manufactured for automotive use is permissible.

SUSPENSION systems must have same type and number of springs as when originally produced. One operable shock absorber at each wheel. Excessive modification of the stock suspension system may result in disqualification at the discretion of the Technical Committee.

TIRES: Any size or type tire may be used.

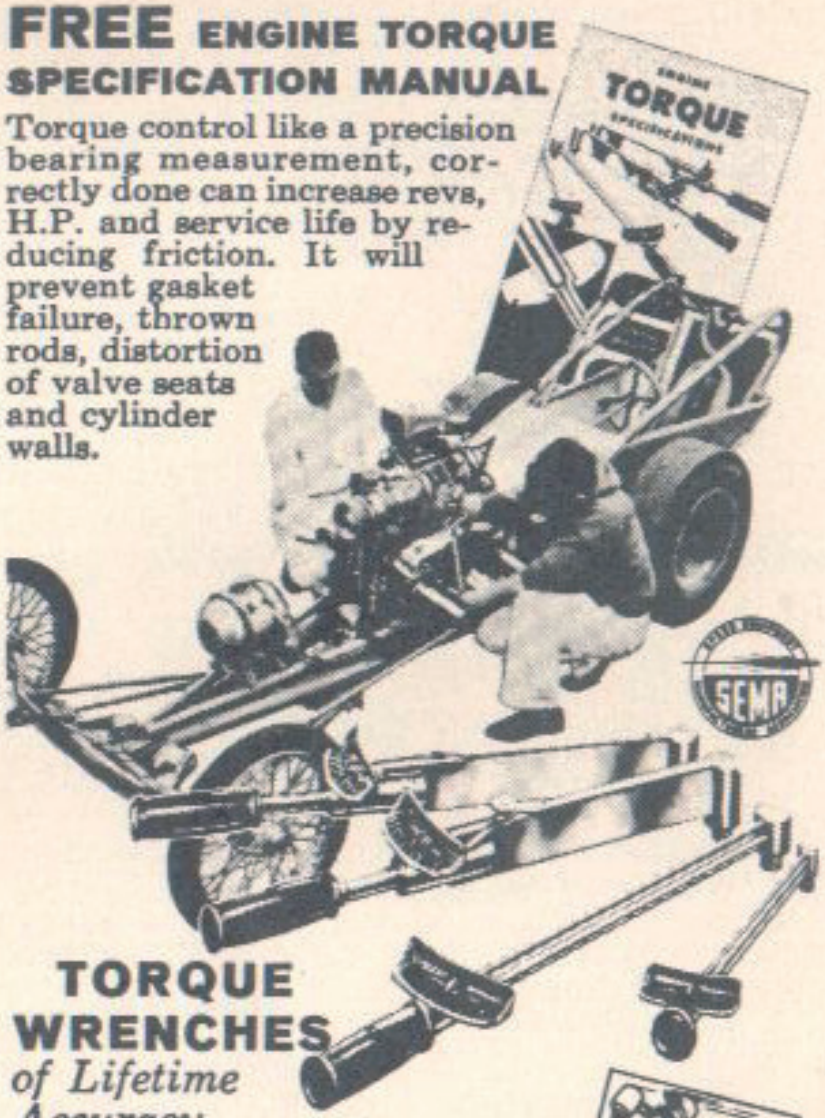
TRACTION BARS or devices to transmit rear axle torque to the frame, thus preventing violent rear spring "wind up" under acceleration or deceleration, are considered safety factors and are therefore permissible.

TRANSMISSION: Any transmission will be permitted.

UPHOLSTERY: Full factory upholstery is required. Fully upholstered bucket seats may be substituted.

FREE ENGINE TORQUE SPECIFICATION MANUAL

Torque control like a precision bearing measurement, correctly done can increase revs, H.P. and service life by reducing friction. It will prevent gasket failure, thrown rods, distortion of valve seats and cylinder walls.



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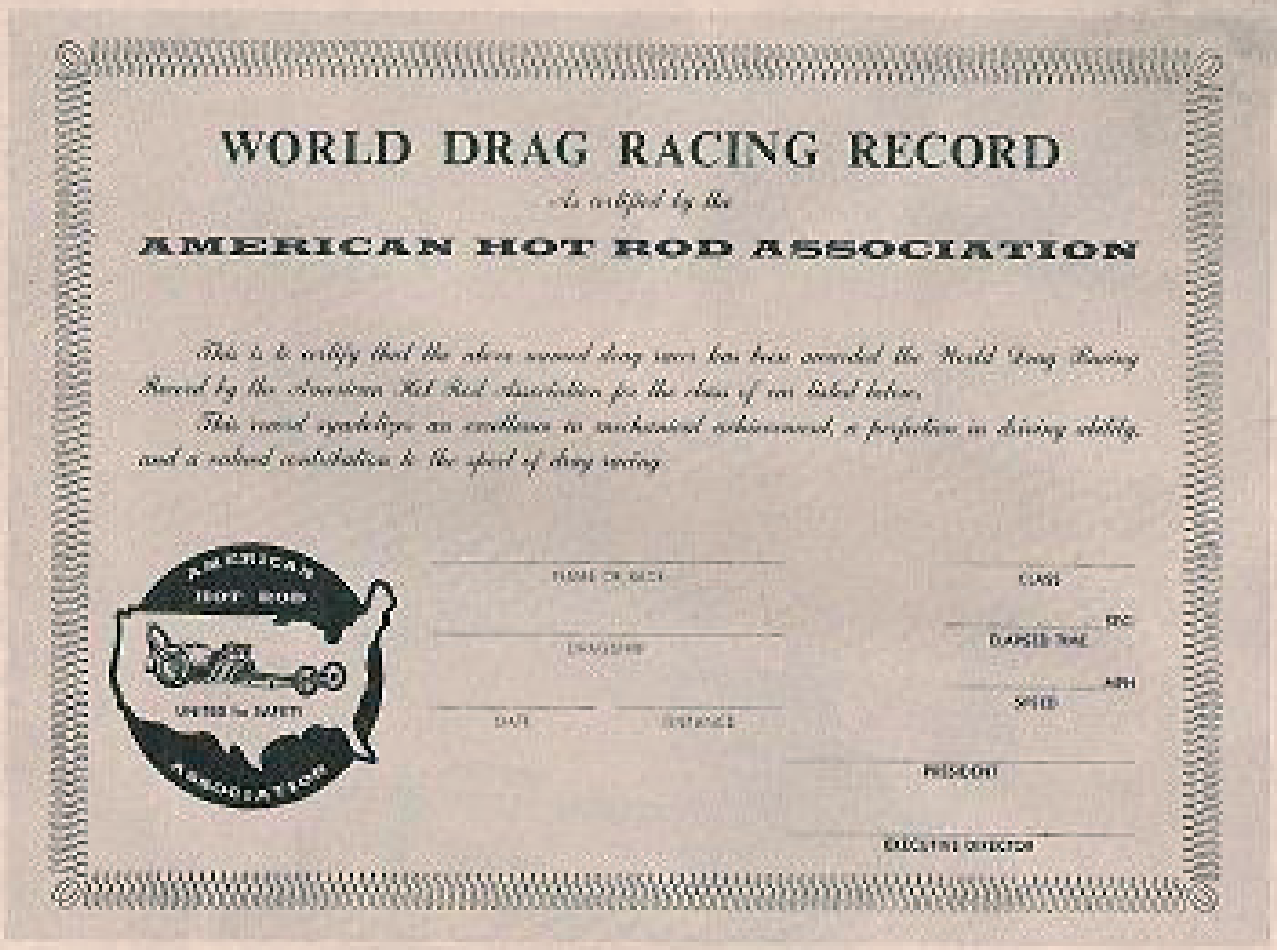

WORLD DRAG RACING RECORD

As certified by the

AMERICAN HOT ROD ASSOCIATION

This is to certify that the above named drag racer has been awarded the World Drag Racing Record by the American Hot Rod Association for the time of one timed heat.

This record symbolizes an excellence in mechanical achievement, a perfection in driving ability, and a valued contribution to the sport of drag racing.

AMERICAN HOT ROD ASSOCIATION

NAME OF RACE

CLASS

DRIVER

DATE

DISTANCE

SPEED

PRESIDENT

EXECUTIVE DIRECTOR

AHRA's RECORD RUN PROGRAM

In addition to the competition for class and overall eliminator honors at the World Championship Drag Races, Participants will be Eligible to try for official AHRA class records.

The American Hot Rod Association Record Run program was established a number of years ago to provide a "yardstick" by which drag racers in different parts of the country could compare their cars' performance with racers in other areas even though they might never have the opportunity to actually race one another.

Another reason for the program was the fact that some drag strips had been known to sacrifice integrity for the publicity value of announcing fantastic speeds and elapsed times supposedly achieved at their tracks.

The result was chaos, as advertising copy and news reports were filled with accounts of so-called "record breaking" times until it became obvious that the entire sport was suffering

a loss of stature and something had to be done.

Stepping up to their responsibility as a governing body of the sport, American Hot Rod Association leaders established their Record Run Program.

From the very first, the Association had maintained a Record Book to honor the accomplishments of top competitors at their annual World Championship Drag Races, but the growth of the sport dictated an expansion of this program.

A number of "Record Run" races were scheduled at various AHRA-sanctioned drag strips throughout the country.

A Record Certification Team from AHRA attended each of these races to observe and inspect both the track and the competing cars and to assure standardized conditions and attest to the legality of the cars which exceeded official world records in their respective classes.

Timing devices and track measurements were checked, each run was observed closely to see that the cars did not get a rolling start or jump over the photo-electric cell located on the starting line, and any record-breaking cars were examined to make sure they were legal for the class in which they were competing.

To guard against the possibility of timing equipment malfunction, all new records had to be "backed up" within 2% on the same day and at the same track.

AHRA's Record Run program gained immediate favor with competitors and other interested persons including responsible drag strip managers and speed equipment manufacturers who saw in it a means of combating the rising incidence of "phoney times," since records certified by AHRA could be relied upon as being accurate and unbiased.

Verifying the legality of competing cars has been made much easier in recent years by the invention of special tools and equipment designed for this purpose.

At one time it was necessary to practically disassemble an engine to determine its exact displacement, but the P & G Manufacturing Company of Portland, Oregon, now makes a handy little device which reveals instantly the size of an engine by pumping air from a single spark plug hole into a calibrated glass cylinder.

Checking for illegal fuel in classes requiring standard pump gasoline is also quite simple now with the special kits obtained from Chrondek Electronics, Inc., La Verne, California.

The program has now expanded to the point where it is a rare weekend that does not find an AHRA Record Certification Team at a drag strip somewhere, supervising record attempts in which local racers vie for a position in the Official AHRA Record Book.

Even so, the high point of the season's record breaking activities is still the annual World Championship Drag Races, where the quality of the competition and the lucrative prizes at stake usually bring out the very best performances of the year. ●

Modified Production

The Modified Production Division is designed for the person that desires more than a stock machine. It permits swapping of engines and more freedom to make other changes from stock. The purpose of this division is to provide classes between Hot Rod and Gas Coupe/Sedan for what are still true street machines.

The twelve (12) classes in this division will be determined by dividing the cubic inch engine displacement into the actual scale weight.

Hemi-head and overhead cam engines will be allowed in Formula 1 Modified Production only.

FORMULA 1

Multiple Carburetion

HAND. NO.	CLASS	LBS. PER CUBIC IN.
1	AMP	0-7.49
4	BMP	7.50 & up

FORMULA 2

Multiple Carburetion

HAND. NO.	CLASS	LBS. PER CUBIC IN.
2	AMP	0- 6.99
5	BMP	7.00- 8.99
7	CMP	9.00- 9.99
8	DMP	10.00-10.99
9	EMP	11.00 & up

FORMULA 3

Four Barrel Carburetion

HAND. NO.	CLASS	LBS. PER CUBIC IN.
3	AMP	0- 6.99
6	BMP	7.00- 8.99
8	CMP	9.00- 9.99
9	DMP	10.00-10.99
10	EMP	11.00 & up

MODIFIED PRODUCTION CLASS REQUIREMENTS

BATTERY: May be relocated but not into passenger compartment.

BELLHOUSING SHIELD: Will be required in this division.

CARBURETORS: Any type or number of carburetors may be used in this division. Fuel injection and superchargers are not allowed.

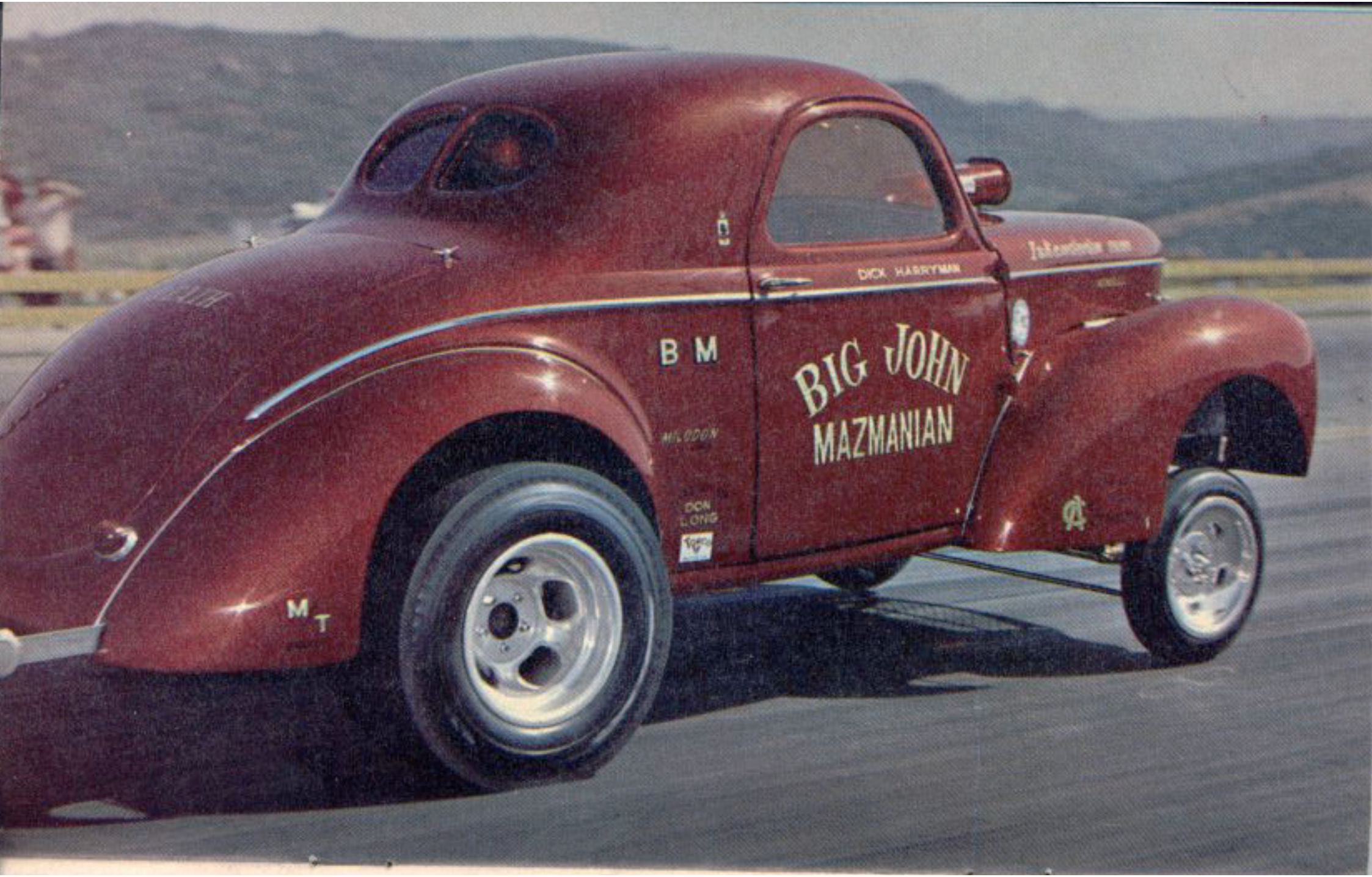
ENGINE: Engine swapping or transplanting is permissible. However, original firewall, floor boards and fender wells must be retained in stock location. Engine must be in stock location. Any engine modifications permitted. Any cam, lifters, rockers, valves or heads permitted. Polishing, porting, boring and balancing are permitted.

TIRES, SLICKS & CHEATER SLICKS are permitted.

TRANSMISSION: Any transmission and any rear end with any gear ratio may be used. Automatic transmission and stick shift transmissions may be reworked to any degree but must retain full shift pattern.

SCATTERSHIELDS are required in this division.

WHEELBASE: Must remain stock.


DICK HARRYMAN
BM
BIG JOHN
MAZMANIAN
7
MILODON
DON LONG
MT

STREET DIVISION

The Street Division is for "dual purpose" cars, capable of starting under their own power and returning to the pit area after making a run under their own power. Cars in this division must also be capable of being driven on the street for sustained periods of time in any type of traffic conditions. Bodies, engines, drive trains, chassis, etc., may not be altered, modified or relocated except as noted under Class Requirements.

A. GAS COUPE/SEDAN SECTION

There shall be nine (9) standard classes in this section for non-supercharged cars. These cars shall be classified according to total car scale weight divided by total cubic inch engine displacement.

CLASS	LBS. PER CUBIC IN.
AG	0- 6.99
BG	7.00- 8.99
CG	9.00-10.99
DG	11.00-12.99
EG	13.00-14.59
FG	14.60 & up

For non-supercharged flathead V8's & straight eight engines:

GG	0-10.99
HG	11.00 & up
IG	Six cylinder machines

B. SUPERCHARGED GAS COUPE/SEDAN SECTION

There shall be three (3) classes in this section for cars with supercharged engines. Class requirements for the Supercharged Gas/Coupe Section will be the same as the requirements for the Street Division with the following exceptions:

1. They are not required to start under their own power.
2. There will be no advance in class for use of supercharger.
3. Fans and fan belts, starters, and batteries are not required.

CLASS	LBS. PER CUBIC IN.
A/GS	5.00- 7.99
B/GS	8.00-10.99
C/GS	11.00 & up

C. STREET ROADSTER SECTION

There shall be four (4) classes in this section classified according to total car weight divided by total cubic inch engine displacement.

CLASS	LBS. PER CUBIC INCH
AA/SR	5.00 & up (all supercharged street roadsters)
A/SR	0-6.99
B/SR	7.00 & up
C/SR	Unsupercharged flathead V8's, inline sixes and inline eights.

D. MODIFIED SPORTS CAR SECTION

Modified Sports Car classes are reserved for custom built, special modified and/or re-powered production sports cars. These classes will include fiberglass-bodied cars that are classified as sports cars.

There shall be four (4) classes in this section. The class will be determined by total car scale weight divided by total cubic inch displacement of the engine, or by engine setback.

CLASS	LBS. PER CUBIC INCH
	0.00 and up
XM	25% engine setback (roll bar mandatory)
XMA	0-6.99
XMB	7.00-8.99
XMC	9.00 & up

(Superchargers will NOT be permitted)

E. MODIFIED SPORTS SUPERCHARGED SECTION

There shall be three (3) classes in this

section. The class will be determined by total car scale weight divided by total cubic inch displacement of the engine, or by engine setback.

Class requirements for the supercharged Modified Sports will be the same requirements as for Street Division with the following exceptions:

1. They are not required to start under their own power.
2. There will be no advance in class for use of supercharger.
3. Fans and fan belts, starters, and batteries are not required.

CLASS	LBS. PER CUBIC INCH
XMS	4.00 & up (25% engine setback)
XMAS	5.00-7.99
XMBS	8.00 and up

STREET DIVISION CLASS REQUIREMENTS

BELLYPANS are not permitted except in Modified Sports car classes.

BODIES: (Gas Coupe/Sedan) Must have a coupe or sedan body originally produced by an automobile manufacturer. Bodies may be chopped, channeled or sectioned for a total height reduction of four inches, but roll bars will be required with any of the above modifications. Roll bars are highly recommended. Bodies must not otherwise be altered in height, width, length or contour. Moderate customizing is permitted. Lightening of bodies by excessive drilling of holes or gutting of interior is not permissible. Convertible coupes/sedans with roll-up windows will compete in this section, but must run with top up. Sedan delivery or sedan pickups (i.e., ½-ton panel trucks, Rancheros, El Caminos, etc.) may run in this section provided they meet all class requirements. Pickup beds must be of standard height and width, a minimum of 36 inches in length, and be fully capable of use as pickup beds. All cars in this section must have fully operative doors to permit exit and/or entrance from either side.

BODIES: (Modified Sports) Any sports car body may be used. Roll bar is required in XM class.

BODIES: (Street Roadster) Must have a roadster type body originally produced by an American automobile manufacturer. Fiberglass bodies are permissible. Body may not be altered in height, width, length or contour. Bodies may be channeled a maximum of six inches. Open touring and roadster type pickups may run in this section provided they meet all class requirements. Pickup beds must be of standard height and width, a minimum of 36 inches in length, and be fully capable of use as pickup beds. Roll bar required in all cars in this section. NOTE: Due to the shortage of roadster bodies, it will be permissible to modify some types of coupe or sedan bodies by the removal of the top to meet the Street Roadster Section requirements. However, they must closely conform to the manufacturer's specifications for each respective year's roadster body. (Subject to the approval of the Technical Committee.)

BUMPERS are not required.

DRIVE LINES may be modified or fabricated to fit altered units. All cars with open drive lines should have a support on the front to prevent drive line from coming in contact with the strip in case of universal-joint failure.

DRIVER: Except in Modified Sports Car classes, the driver must be in the stock location. Seats may be moved to the rear to permit added leg room, but not to exceed four inches from stock location. Drivers of Modified Sports Cars may sit in any location, provided no part of the driver's body extends behind the rear axle.

ENGINE must be an automobile engine; year, make and model are optional. Any modification may be made to the engine and/or component parts, including clutch and flywheel. Only one engine permitted. Engines may be relocated, but not to exceed 10% of the wheelbase as measured from the centerline of the front spindles to the nearest engine spark plug hole. Rear engine location is not permitted in this division unless car was originally manufactured with engine in rear location.

The engine may not be raised excessively to gain better weight transfer.

ENGINE: (XM Class) Engine may be set back a maximum of 25% of the car's wheelbase as measured from the centerline of the front spindles to the nearest engine spark plug hole. Rear engine production models may compete in this class; the engine must be of the same type as the model in which used (i.e., Porsche, Renault, etc.) and must be in stock production location. All other engines in Modified Sports Car Section must remain in stock location.

EXHAUST SYSTEM: Headers will be permitted. Exhaust may extend through front fender.

FENDERS: Must have four stock production fenders. Exact duplicate of stock fenders made from fiberglass are permissible. Fenders may be altered for clearance to permit the use of wide "slicks." Moderate customizing for appearance will be accepted at the discretion of the Technical Committee.

FENDERS (Street Roadsters and Modified Sports Cars): Each car in these sections must have four legal fenders, regardless of local law requirements for on-the-street operation. Fenders must be designed to cover the entire width of the street tires. Exact duplicates of stock fenders made of fiberglass are permissible.

FLYWHEEL SHIELDS are required on all cars in this division except those equipped with an automatic transmission.

FRAME: Stock automobile type frame must be used. Stepped frames are permissible, if properly reinforced. Cross members may be altered or relocated. Any type of frame is permissible in the Modified Sports Car Section.

GASOLINE: Service station pump gasoline, as sold to the general public through retail automobile service stations, must be used. No aviation gasoline, or additives of any type, to increase gravity, octane rating, etc., may be used.

HOODS: Hoods are required on all cars in this division. Side panels may be omitted. All carburetors, injector bodies and superchargers must be completely covered. Injection tubes and supercharger air scoops may extend through the hood.

RADIATOR & GRILLE SHELL is required and must be a stock passenger car type as large in frontal area as the original radiator shell, mounted in a conventional forward location. Radiator shell may be shortened in height to permit hood installation or ground clearance in Street Roadsters only, but not to exceed the amount of body channel.

RADIATOR & GRILLE (Modified Sports Cars): Any radiator may be used. Grille opening is required.

REAR ENDS: Quick-change rear ends, locked differentials, ratchet type, or limited slip rear ends are permissible with suitable safety hubs.

ROLL BAR: Will be required on all supercharged cars in this division.

STREET EQUIPMENT: License plates, generator, windshield wipers/motors, fans and fan belts, and horn are optional. Un-supercharged Gas Coupes will be required to start under their own power at the time of classification.

SUSPENSION: Each car in the Street Division must have full suspension of a production type, commonly used by an automobile manufacturer and equipped with at least one shock absorber per wheel. Rigid mounted axles are not permitted. Excessive chopping and/or machining of component chassis and suspension parts is prohibited.

TARPAULINS may be used to cover driver's compartment and/or pickup beds, provided they do not restrict the driver's entry or exit from the car. Metal, fiberglass or other fireproof material may be used.

TRANSMISSION: Transmission must remain in the conventional location determined by engine used. A full transmission, either standard or automatic, with full shift pattern and gears for the transmission used, is required. It may be of any year, make or model. Any gear ratio is permitted. A minimum of

three forward and one reverse gears required on all stick shift transmissions.

UPHOLSTERY: Interiors may not be gutted. Must run full upholstery. Bucket seats may replace stock seats (two required), provided they are fully upholstered. Rear seats, when factory equipped, must remain in the car during competition.

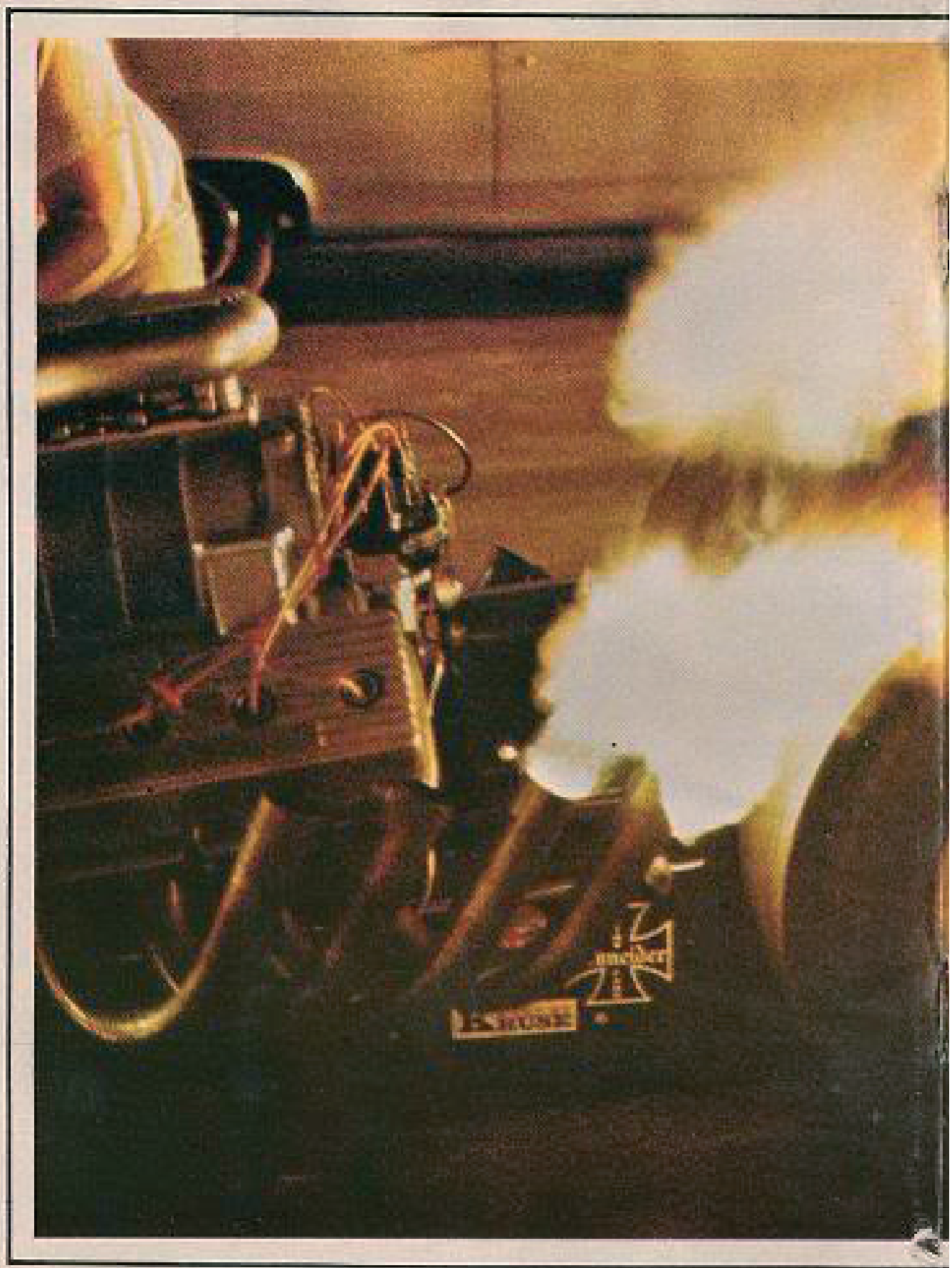
WHEELBASE: No car's wheelbase may be altered more than three inches from the stock wheelbase length for the type car body being used, and each must have the stock tread width. Minimum allowable wheelbase is 88 inches.

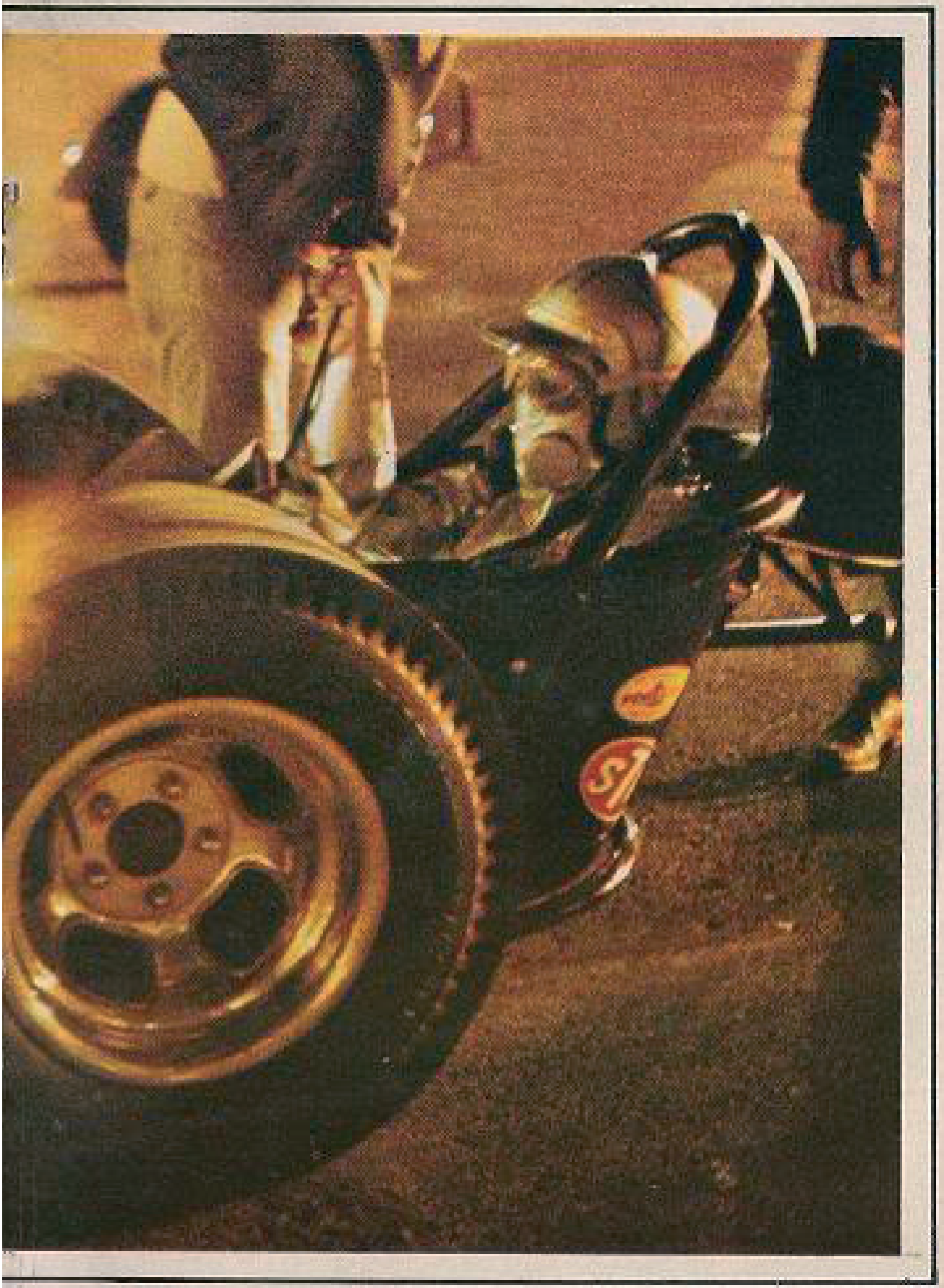
WHEELS & TIRES: Each car in the Street Division must be equipped with automotive type wheels and tires suitable for street use. Magnesium disc type wheels are permitted on the front. "Racing slicks" and magnesium wheels are permitted on the rear. Lightweight automotive type wire wheels or motorcycle wheels are not permitted.

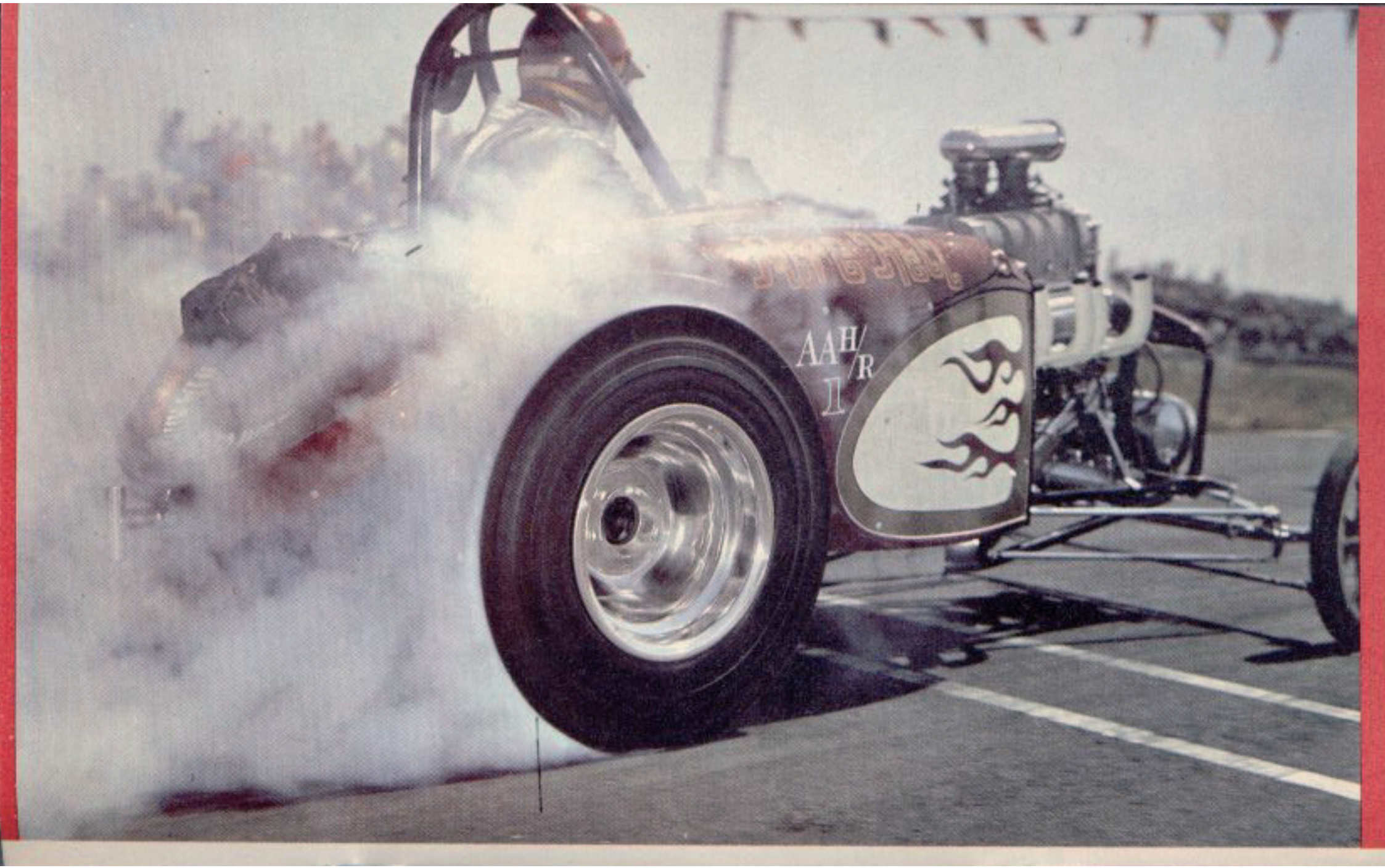
WHEELS & TIRES (Modified Sports Cars): Magnesium wheels are permitted. Racing "slicks" are accepted. Wire wheels, when original equipment on the car, may be used only when the original chassis and body are retained.

WINDSHIELDS & WINDOWS: Windows may be replaced with plexiglass of 1/8" minimum thickness. Windshields are optional on Street Roadsters and Modified Sports Cars. Windows need not be operable.


HEADERS by DOUG
NEWHOUSE
SPEED & CUSTOM






AA H/R
II

The Moderate Competition Division is for cars with slightly modified production bodies, designed solely for drag strip competition, though in some cases they may also serve as "dual purpose" cars, used for transportation as well. Bodies, engines, drive trains, chassis, etc., may be altered, modified, or relocated as noted in the Class Requirements. Cars in this division are not required to start under their own power and push cars are permitted.

A. ALTERED COUPES/ SEDANS & ROADSTERS SECTION

There shall be seven (7) classes in this section, the class being determined by total car weight divided by total cubic inch engine displacement, except in class D.

Non-Supercharged

CLASS	LBS. PER CUBIC INCH
A/A	0-6.59
B/A	6.60-8.59
C/A	8.60 & up
D/A	Un-supercharged flathead V-8's inline sixes and inline eights.

Supercharged

A/AS	4.00-6.59
B/AS	6.60-8.59
C/AS	8.60 & up

MODERATE COMPETITION DIVISION CLASS REQUIREMENTS

BALLAST: see GENERAL SAFETY REGULATIONS regarding Ballast.

BELLYPANS are permissible. Streamlining may not be added.

BODIES (Altered Coupe/Sedan): Must have a coupe or sedan body originally produced by an automobile manufacturer. Tops may be chopped and/or body channeled, but not to exceed ten inches total body height reduction. Bodies must not otherwise be altered in height, width, length or contour. Sectioning or trimming of bodies is not permissible. Sedan delivery and sedan pickups (i.e., ½-ton panel trucks, Rancheros, El Caminos, etc.) may run in this section provided they meet all class requirements. Pickup beds must be of stock height and width, a minimum of 36 inches in length, and be fully capable of service as pickup beds. Roll bar required. All cars in this section must have at least one (1) door with fully operative mechanical door handles both inside and outside. It is highly recommended that another means of exit be provided. Body setback must not exceed 20 inches as measured from the rear axle to the center of the original wheel well location. Fiberglass bodies will be permitted.

BODIES (Roadster): Must have a roadster type body originally produced by an automobile manufacturer. Body may be channeled, but must otherwise be unaltered in height, width, length or contour. Sectioning or trimming of bodies is not permitted. Open touring and roadster type pickups may run in this section provided they meet all class requirements. Pickup beds must be of stock height and width, a minimum of 36 inches in length, and be fully capable of service as pickup beds. Roll bar required. NOTE: Due to the shortage of roadster bodies, it will be permissible to modify some types of coupe or sedan bodies by the removal of the top to meet Roadster Section requirements. However, they must closely conform to the specifications of the manufacturer for each respective year's roadster body. (Subject to the approval of the Technical Committee.) Fiberglass bodies will be permitted. Body setback must not exceed 20 inches as measured from the rear axle to the center of the original wheel well location.

BRAKES: See GENERAL SAFETY REGULATIONS regarding Brakes.

BUMPERS are optional, but in lieu of rear bumper a permanent push bar is required.

DRIVER must sit behind the engine. Driver's body must be completely within the body contour and no part of his body may extend behind the rear axle. See GENERAL SAFETY REGULATIONS regarding Protective Clothing.

DRIVE LINES: See GENERAL SAFETY REGULATIONS regarding Drive Lines.

ENGINE must be an automobile engine. Year, make, and model are optional. Any modification may be made to the engine, including clutch and flywheel. Only one engine is permitted. Engine may be relocated, but not to exceed 25% of the wheelbase as measured from the centerline of the front spindles to the nearest engine spark plug hole. Rear engine location is not permitted.

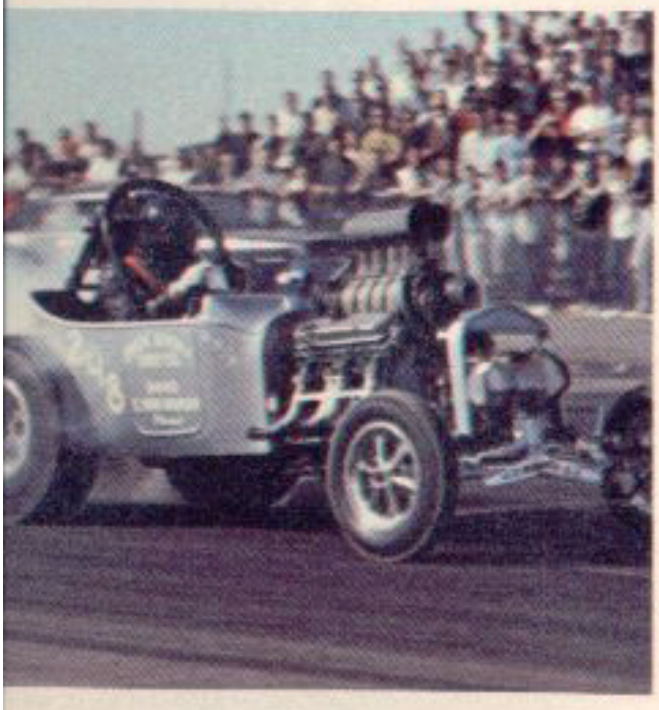
EXHAUST SYSTEMS: Competition type exhaust systems are permissible. Exhaust must be directed out of the body.

FENDERS are optional.

FLYWHEEL SHIELDS are required on all cars in this division except those using automatic transmissions not equipped with torque converter.

FRAME may be stock, altered automotive type, or of tubular frame construction.

FUEL SYSTEMS: See GENERAL SAFETY REGULATIONS regarding Fuel Systems.



HOODS are not required on cars in this division.

PROTECTIVE CLOTHING: See GENERAL SAFETY REGULATIONS regarding Protective Clothing.

RADIATOR & GRILLE are optional. Must be equipped with a stock production type shell which must be as large in frontal area as the body's original radiator shell. Radiator shell may be altered in height only, by sectioning, to permit the use of hood or for ground clearance. Reduction in height may not exceed the amount of body channel used.

REAR ENDS: Quick-change and/or locked rear ends are permissible with suitable safety hubs. (Locked rear ends are not recommended.)

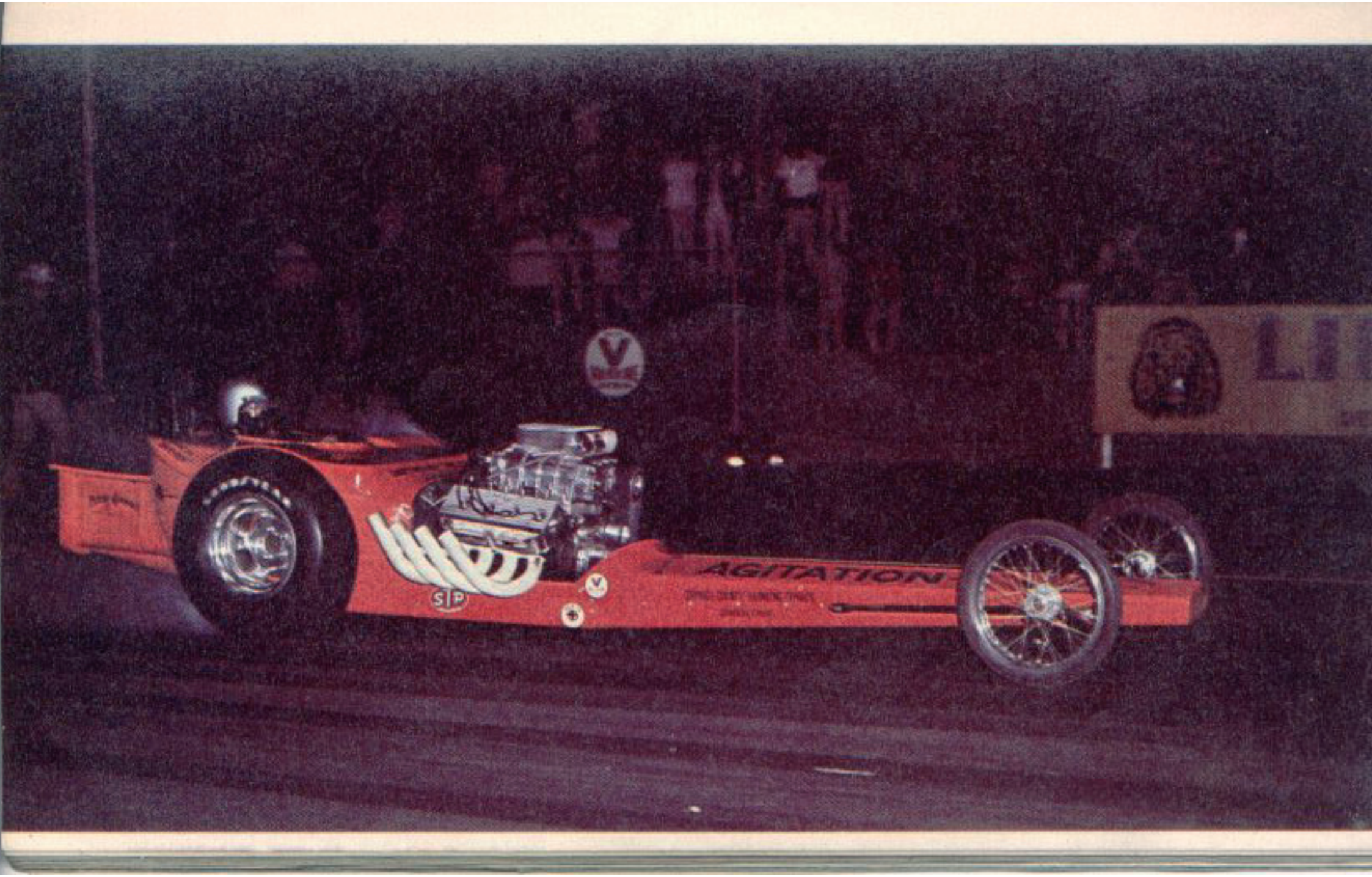
SUSPENSION: Full automotive type front suspension is required. Rigid mounted axles are permitted in the rear only.

TARPAULINS: Covers may be used on the driver's compartment and/or pickup beds, provided they do not restrict the entry or exit of the driver from the car. Metal, fiberglass or other fireproof material may be used.

UPHOLSTERY: Interiors may be gutted. Upholstery and seats required as specified in GENERAL SAFETY REGULATIONS.

WHEELS & TIRES: Wheel wells may be enlarged to permit the use of larger tires, provided new wheel wells are constructed which completely cover the inside and the top 180 degrees of wheel and completely isolate wheels and tires from the driver's compartment. Rear wheel tread width may be narrowed. Minimum permissible rear tread width is 43 inches, as measured from the center of the rear tire treads. Magnesium wheels may be used on both front and rear. Lightweight automotive type wire wheels or motorcycle wheels are not permitted.

WINDSHIELD & WINDOW OPENINGS: Windshields are optional on all Altered Coupes/Sedans. A minimum height of five inches as measured vertically must be maintained on all window openings.


AGITATION

The Competition Division is designed for cars with production bodies which have been fully modified. Bodies, engines, drive trains, chassis, etc., may be altered, modified or relocated only as outlined in the Class Requirements.

A. COMPETITION COUPES/ SEDANS & MODIFIED ROADSTERS SECTION

There shall be three (3) classes in this section, the class being determined by the total cubic inch engine displacement. Fuel is optional in this section.

CLASS	LBS. PER CUBIC INCH
A/C	488 &up
B/C	310-487
C/C	309.9 or less

(Superchargers will advance cars so equipped one class)

COMPETITION DIVISION CLASS REQUIREMENTS

BALLAST permitted.

BELLYPANS are permissible. Streamlining may be added forward of the rear of the front cowl, and to the underside of the chassis. Body cowl may not be removed.

BODIES (Competition Coupes/Sedans): Must have a coupe or sedan body originally produced by an automobile manufacturer. Tops may be chopped any amount. Bodies may be channeled a maximum of six (6) inches. Sectioning is permitted, but any modifications to the length or width of the body that might gain class advantage will not be permitted. Bodies may be relocated, but must be securely mounted as a part of the frame or frame structure. Sedan type pickups may run in this section provided car meets all class requirements. Pickup beds must be of standard height and width, a minimum of 18 inches in length, fully supported as a part of the chassis, and fully capable of service as pickup beds. For Competition Coupes/Sedans with no side openings, there shall be a driver escape hatch of 24" x 24" minimum size in the top of the body. No top covering is permitted. Roll bars required in all cars in this section (the roll bar may extend above the car body lines, but no part of the driver's body may be located outside of the body lines). An exact duplicate of the original bodies made of fiberglass may be utilized. Since sectioning to lower the frontal area of the bodies is permitted in this section, trimming the lower portion of the car's body (not to exceed 6 inches) is permitted to achieve the same height reduction, only if the body is sufficiently reinforced and finished so as not to constitute a hazard.

BODIES (Modified Roadsters): Must be equipped with a roadster type body originally produced by an automobile manufacturer. Bodies may be channeled, but must otherwise remain unaltered in height, width, length and contour. Sectioning or trimming of bodies is not permitted. Moderate contour customizing for appearance only will be permitted, but any modifications to gain class advantage will not be allowed. Bodies may be relocated but must be securely mounted as part of the frame or frame structure. Open touring and roadster type pickups may run in this section provided they meet all class requirements. Pickup beds must be of standard height and width, a minimum of 18 inches in length, be fully capable of service as pickup beds, and be fully supported as part of the frame or frame structure. A roll bar is required. NOTE: Due to the shortage of roadster bodies it will be permissible to modify some types of coupe or sedan bodies by removal of the top to meet the Modified Roadster Class Requirements. However, they must closely conform to the manufacturer's specifications for each respective year's roadster body (subject to approval of the Technical Committee). Fiberglass duplicate bodies will be permitted.

BRAKES: A minimum of two wheel hydraulic brakes (rear wheels only) will be required on all cars in this division.

DRIVE LINES may be modified or fabricated, as necessary. Open drive lines

are not recommended in this division. See GENERAL SAFETY REGULATIONS regarding Drive Lines.

DRIVER (Competition Coupes/Sedans): Driver may be in any location, but if in a rear or normal location, must be completely inside of body lines.

DRIVER (Modified Roadsters): Driver may be in any location, but if in a rear or normal location, must be completely inside of body lines.

ENGINE: Must be an automobile engine. Only one engine is permissible. Year, make and model are optional. Any modifications may be made to the engine, including clutch and flywheel. Engine may be in any location.

EXHAUST SYSTEM: Competition type exhaust systems are permissible. Exhaust must be directed out of the body.

FENDERS are optional.

FRAME may be stock, altered automotive type, or tubular frame construction.

FUEL SYSTEMS: See GENERAL SAFETY REGULATIONS regarding Fuel Systems.

HOODS are optional. Metal flash shield over carburetors is required in lieu of hood.

RADIATOR & GRILLE are not required in this division.

REAR ENDS: Quick-change and/or locked rear ends are permissible with suitable safety hubs. (Locked rear ends are not recommended.)

SUSPENSION: May have any type of automotive suspension. Rigid mounted axles are permitted on the rear only.

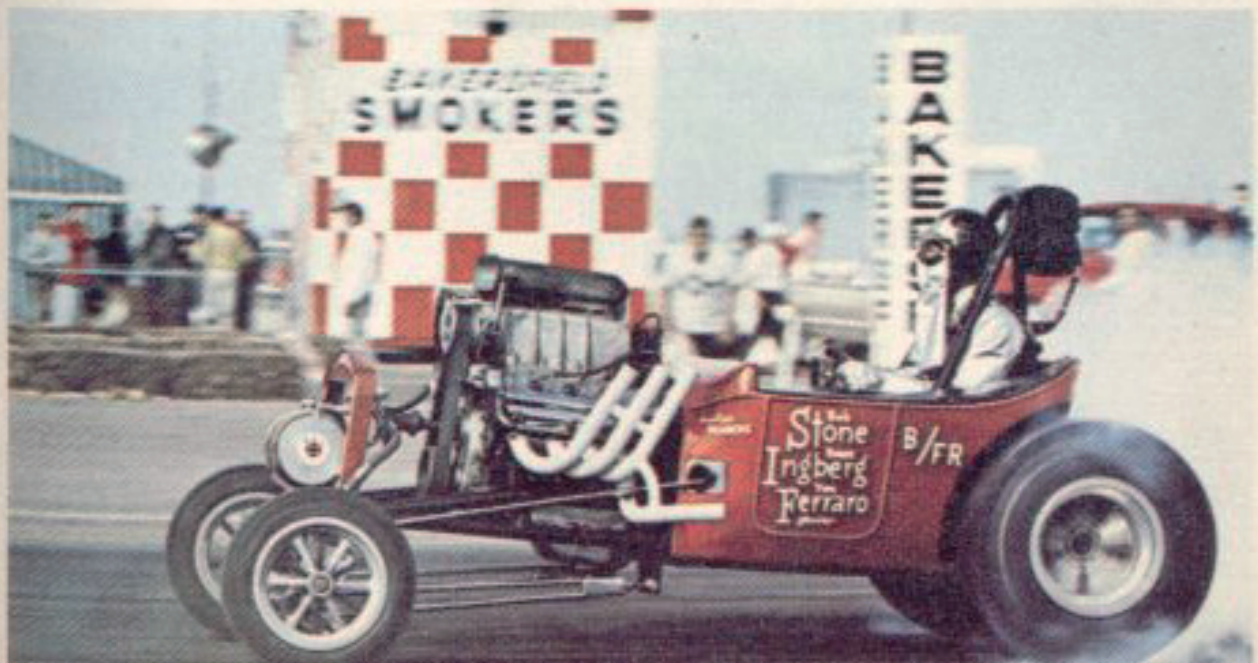
TARPAULINS: Covers may be used on driver's compartment and/or pickup beds, provided they do not restrict driver's entry or exit from the car. Metal, fiberglass or other fireproof material may be used.

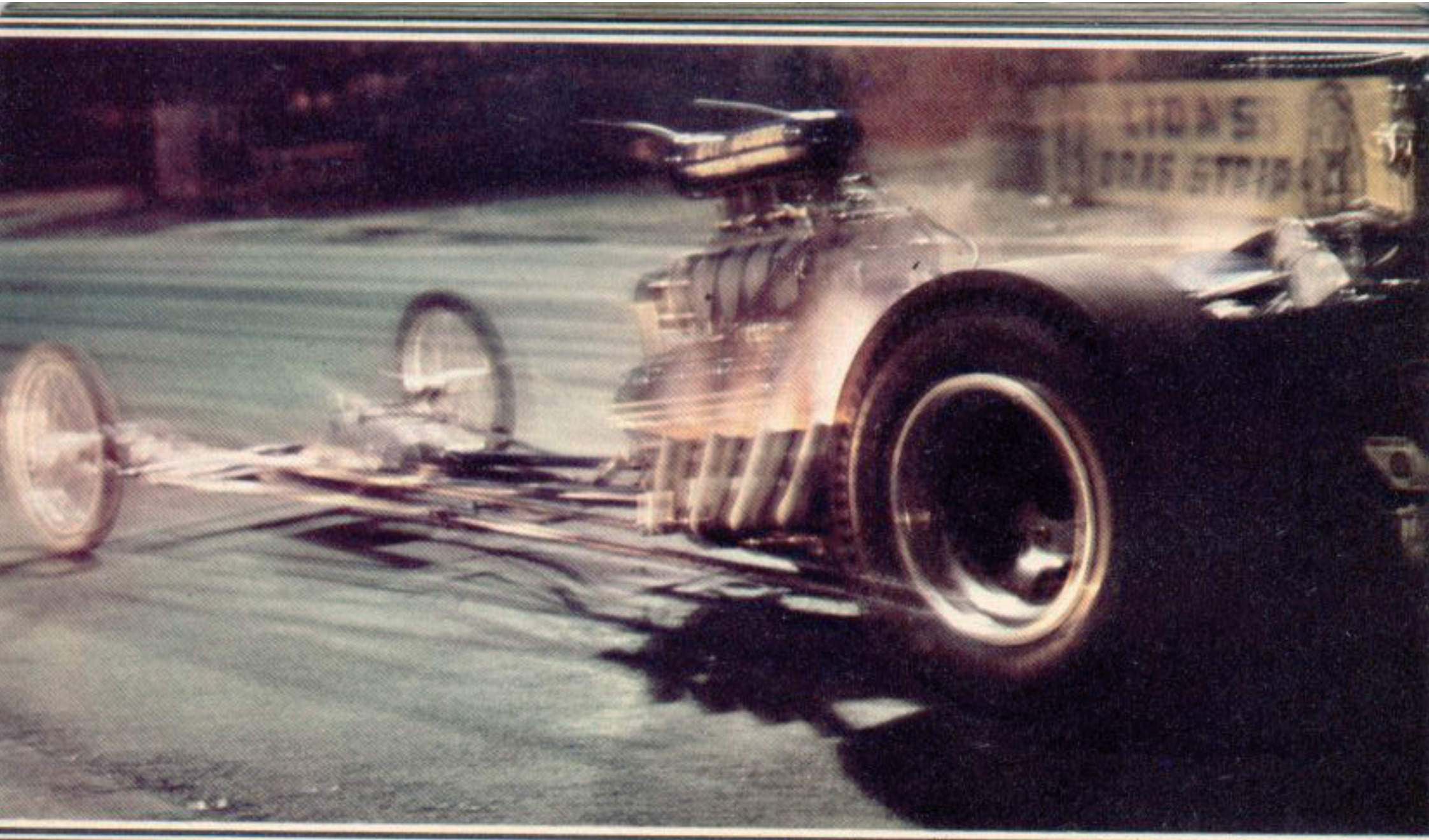
TRANSMISSIONS: Optional. Flywheel shield is required on all transmissions except automatic transmissions not equipped with torque converter.

UPHOLSTERY: See GENERAL SAFETY REGULATIONS regarding Upholstery & Seats.

WHEELS & TIRES: Wheels may be inside the body or wheel wells may be enlarged to permit the use of larger tires or narrowing of rear tread width, provided the new wheel wells are constructed so as to completely cover the inside and top 180 degrees of the wheel and completely isolate wheels and tires from the driver's compartment. Magnesium wheels are permissible. Lightweight automotive type wire wheels or motorcycle wheels, although not recommended, may be used on the front axle only, provided total car weight, excluding driver, does not exceed 1800 lbs.

WINDSHIELD & WINDOW OPENINGS with a minimum height of five inches as measured vertically must be maintained on all coupes/sedans. Windshields are optional.





The Dragster classes are designed for cars capable of and specifically constructed for all-out competition. Bodies, engines, drive trains, chassis, etc., may be altered, modified, or relocated any amount as specified in the GENERAL SAFETY REGULATIONS and DRAGSTER DIVISION CLASS REQUIREMENTS.

Aircraft engines burning gas will run in Section A.

A. GAS DRAGSTER SECTION

Must run service station pump gasoline. There shall be five (5) classes in this section for gasoline-powered dragsters. These cars are classified by cubic inches only, no weight requirements.

CLASS	LBS. PER CUBIC INCH
AA/GD	488 & up
A/GD	365—487.9
B/GD	310—364.9
C/GD	309.9 or less
F/GD	Un-supercharged flathead V-8's, inline sixes and inline eights.

(Superchargers will advance cars so equipped one class)

B. EXPERIMENTAL GAS DRAGSTER SECTION

There shall be two (2) classes in this section designated by A/EGD and B/EGD. These cars must run one four-barrel carburetor only. All other requirements are the same as for Gas Dragsters.

CLASS	LBS. PER CUBIC INCH
A/EGD	300.1—353.0
B/EGD	300 or less

C. UNLIMITED FUEL SECTION

Must run fuel other than service station pump gasoline.

1. FUEL DRAGSTER SECTION

There shall be five (5) classes in this section.

CLASS	LBS. PER CUBIC INCH
AA/FD	488 & up
A/FD	365—487.9
B/FD	310—364.9
C/FD	309.9 or less
F/FD	Un-supercharged flathead V-8's, inline sixes and inline eights.

(Superchargers will advance cars so equipped one class)

2. FUEL ALTERED COUPES/SEDANS & ROADSTERS SECTION

There shall be two (2) classes in this section designated by A/FA and B/FA.

CLASS	LBS. PER CUBIC INCH
A/FA	4.00—5.59
B/FA	5.60 & up

(Supercharged cars must run A/FA)

Fuel is mandatory (100% methanol minimum). Technical requirements correspond with those set forth in the Altered Coupe/Sedan Section. The driver must sit ahead of the rear axle. In cars with open drive lines, where any part of the driver is below the drive line, the drive line must be covered 360 degrees by no less than ⅛-inch-thickness steel to protect the driver. In cars where the driver is positioned over the open type drive lines, the driver is to be protected by no less than ¼-inch steel plate full length of driveshaft and not less than six inches wide.

3. FOUR BANGER CLASS

There shall be one class in this division designated X. Fuel optional, superchargers optional, optional body configuration. No class advance for cars equipped with superchargers.

DRAGSTER DIVISION CLASS REQUIREMENTS

BALLAST permitted.

BELLYPANS are permissible. Streamlining may be added to any part of the car.

BODIES: Must be equipped with a body, in addition to the frame structure, surrounding the driver's compartment and extending forward to the firewall, made of flame-proof material, and of sufficient strength to protect the driver in case of spinout or upset, designed to prevent the driver from coming in contact with wheels, tires, or exhaust system. Roll bar required. Fiberglass bodies permitted.

BRAKES: All AA/FD, A/FD, B/FD and AA/GD must be equipped with a dual disc brake system. A minimum of two wheel hydraulic brakes (rear wheels only) is required on all other cars.

DRIVE LINES: Open drive lines are not recommended in this division. If used, they must have a suitable shield to protect driver, as outlined in the GENERAL SAFETY REGULATIONS under Drive Lines.

DRIVER: May be in any location. Driver's seat must be supported on the bottom by the frame or cross-braces.

ENGINE(S): Engine(s) may be any type. Any modifications may be made to the engine(s). Engine(s) may be in any location.

EXHAUST SYSTEMS: Competition exhaust systems are permissible.

FRAME: Any type frame construction may be used. If butt welded, must have additional visible reinforcement.

HOODS are optional. A metal flash shield must be used to cover carburetors in lieu of hood.

RADIATOR & GRILLE are not required.

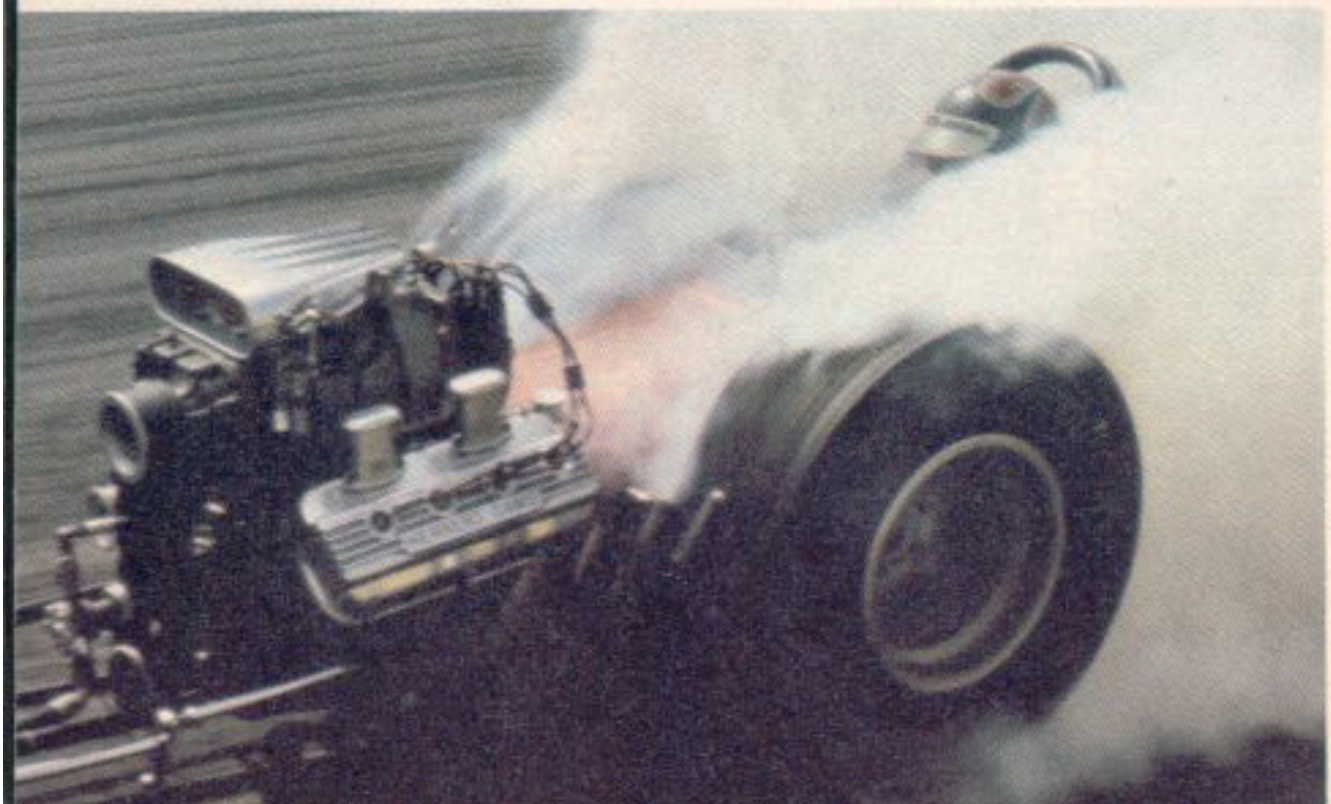
REAR END: Safety hubs required. Quick-change and/or locked rear ends are acceptable. Locked rear ends are not recommended.

SUSPENSION: Any type suspension is permitted. Rigid mounted axles recommended on rear only.

SUPERCHARGERS: Refer to GENERAL SAFETY REGULATIONS regarding Superchargers.

TRANSMISSIONS are strongly recommended. Each car in this division must have some means of positively disengaging the engine from the final drive. It is suggested that some type of clutch hold-down device be used on all cars without transmission or in-and-out box. Flywheel shields are required except on automatic transmissions not equipped with torque converter.

WHEELS & TIRES: Magnesium wheels are permissible. Spoke type magnesium wheels, lightweight automotive type wire wheels or motorcycle wheels may be used on front axle only, provided the car's total weight, excluding driver, does not exceed 1800 lbs.



GENERAL SAFETY REGULATIONS (ALL CLASSES)

ALIGNMENT: Each car in competition, regardless of class, must have sufficient positive caster incorporated into the front end alignment to insure proper handling at all speeds. (Vehicles found to be faulty during an event will be withdrawn until suitable adjustment or repairs have been made and approved.)

AUTHORITY: Any condition considered to be unsafe by any member of the Technical Committee will be adequate grounds for barring or withdrawing a vehicle from participation in any event, until the fault has been remedied to the satisfaction of the Technical Committee. The decision of the Technical Committee shall be considered final in all Inspection, Classification and Elimination protests or procedures.

BALLAST: Any material used for the purpose of adding to a car's total weight, must be permanently attached as a part of the car's structure, and may not extend behind the rear of the body of the car or above the height of the rear tires. No liquid or loose ballast (i.e., water, sandbags, rocks, etc.) allowed. Ballast must be so placed and constructed as not to constitute a hazard. Ballast must remain in the car at all times, including Top Eliminator runs. Removable weight must be securely fastened to the frame or frame structure, by at least two steel bolts. The use of railroad track, cylinder heads or other bulky items is not permitted. Heavier gauge steel floors, frame reinforcing cross members, or the addition of safety equipment, such as roll bars, flywheel shields, etc., will not be considered as part of the removable or additional weight.

BELLYPANS: All cars must have floorboards or bellypans constructed of nonbreakable material. Cars equipped with bellypans constructed of breakable material must have metal floorboards in the driver's compartment. Bellypans must be provided with suitable vents or drainage holes located to prevent fuel or oil from collecting in the bottom and particularly in the tail section where liquids may collect as a result of forward motion. Bellypans are permitted in all Altered and Competition classes. Bellypans enclosing engine compartment must contain suitable drain holes ahead of firewall.

BODIES: Each car in competition, regardless of class, must be equipped with some kind of body (in addition to the frame structure), surrounding the driver and extending forward to the firewall. Bodies must be made of flameproof material, and be so constructed

as to prevent the driver's arms, legs, or body from coming in contact with wheels, tires, or exhaust system. This positively includes Dragsters. Bodies which have been gutted must have all sharp edges or projections removed from the inside of the body to protect driver from cuts or lacerations, and must be suitably reinforced and permanently mounted to the frame or frame structure. Commercially produced fiberglass copies of American automobile bodies will be permitted in roadster classes, provided all dimensions are the exact duplicates of those of the original American automotive manufacturer's body. Car must meet all class requirements. Cage type roll bar construction must be used. Body modifications are not allowed.

BRAKES: Brakes on each car, regardless of the class, must be tested for pedal "feel." Brakes must be in good working order with two wheel hydraulic brakes (rear wheels only) as minimum requirements. Brake lines must be routed outside the frame rail or enclosed in a 16-inch length of thick-walled steel tubing, securely mounted, where they pass the flywheel bellhousing area. All AA/FD, A/FD, B/FD and AA/GD must be equipped with a disc brake system, minimum one (1) per rear wheel.

CLUTCH: Each car in competition must be equipped with some sort of (foot operated) disc type de-clutching device permitting the driver to positively disengage engine from final drive. It is strongly recommended that a transmission or in-and-out box be used in addition to the clutch in all Competition classes.

DRIVE LINES: Any car in which the driver sits over or in back of the rear end center section must be equipped with a suitable protective shield made of ⅛-inch-minimum steel plate, securely mounted to the center section. All such cars having rigid mounted rear axles and using an open or Hotchkiss type drive line must have radius arms, traction bars, or some suitable protective sling to prevent rear end housing rotation in case of drive line failure. All cars in competition, except stock cars, using an open driveshaft, should have two loops (360 degrees), made of ¼-inch - minimum - thickness steel, two inches wide, and securely mounted to the frame structure, located within six inches of the front and rear universal joints to support the drive shaft in case of universal joint failure.

DRIVER CONDUCT: Any driver who refuses to voluntarily reduce speed or stop in the event a car does not handle properly (i.e., excessive drifting of the car toward the center or the edge of the strip), or any driver who willfully fishtails or weaves in an attempt to show off, with undue regard for the safety of himself or spectators, will be immediately barred from further competition. If such conduct should take place during an Elimination run off, the race will be automatically forfeited to his opponent. Any driver and/or pit crew member found to be under the influence of alcoholic beverages or drugs, regardless of the amount, will be barred from the meet and this shall be considered sufficient cause for suspension and/or revocation of the offender's competition privileges.

EXHAUST: Each car, regardless of the class, must be equipped with exhaust collectors or stocks installed in such a manner as to direct the exhaust gases out of the body.

FIRE EXTINGUISHERS & BLANKETS: It is recommended that each contestant's crew have a loaded, serviceable fire extinguisher and a fire blanket in their possession and available for immediate emergency use. Dry chemical or CO_2 types of extinguisher (2½ lbs. minimum size) are recommended. Blankets may be fireproofed by immersing in a solution of four oz. of boric acid to each gallon of water. Hand wring, hang to dry. Repeat process after each laundering.

FIREWALLS: Each car in competition must be equipped with a flameproof firewall extending from side to side of the body and from the top of the en-

gine compartment upper seal (hood, cowl or deck) to the bottom of the floor and/or bellypan. It must be constructed so as to provide a bulkhead between the engine and driver's compartment, with all unnecessary holes or openings sealed.

FLASH SHIELD: Iniector tubes may extend through individual holes in the head, but carburetors may not be openly exposed or uncovered. In lieu of hood, carburetors must be equipped with a metal flash shield which covers the top, back, and sides, to prevent gas from being siphoned into the air stream or blown into the driver's face.

FLOORS: All cars not having floors must be equipped with floor pans made of steel or aluminum, which must extend the full length and width of the driver's compartment, to the rear of the driver's seat. Cars equipped with bellypans made of fiberglass or other breakable material must have metal sub-floors. Bellypans enclosing engine compartment must contain suitable drain holes ahead of firewall.

FLYWHEEL SHIELD: All Gas Coupe, Gas Coupe Supercharged Street Roadsters, Modified Sports Cars, Altereds, Roadsters, Competition Coupes, Modified Roadsters and Dragsters must be equipped with a suitable shield made of ¼-inch-minimum steel plate or an approved manufactured safety flywheel shield, securely mounted to the frame or frame structure and completely surrounding the bellhousing (360 degrees) to protect frame, driver, and bystanders from fragments in case of clutch or flywheel disintegration. Shields, except approved manufactured safety flywheel shields, must not be bolted to the bellhousing. Flywheel shields must be so constructed that they cover the top and sides of the bellhousing, completely shielding the inspection cover on transmission bell or mounting flange, to stop fragments from entering driver's compartment. Shield must extend forward to a point at least one inch ahead of the flywheel and one inch to the rear of the clutch and pressure plate. A belly strap made of steel plate or aircraft cable or some other means of supporting the rear of the engine in case of clutch or flywheel disintegration is required in all classes of competition.

FUEL SYSTEMS: Whenever possible, fuel tanks and fuel line should be located ahead of the engine. Fuel blocks, if used, must be mounted at least six inches forward of the flywheel bellhousing area. Fuel lines in the flywheel bellhousing area must be enclosed in a 16-inch length of steel tubing, ⅛-inch-minimum wall thickness, securely mounted as a protection against fuel lines being severed. In the event fuel lines pass supercharger drive areas, it is highly recommended that they be encased in protective steel tubing. Cars with altered fuel systems (other than electric fuel pumps) must have a quick action fuel shut-off valve within easy reach of the driver and located in the main fuel line between the fuel tank and the carburetors and/or injectors. It is recommended that injector pumps be located away from the flywheel area whenever possible. Fuel tanks, lines, or other units containing fuel should be completely isolated from the driver's compartment by a firewall, completely sealed so as to prevent any gasoline from entering the driver's compartment.

GASOLINE: Service station pump gasoline as sold to the general public through retail automotive service stations must be used. Aviation gasoline or additives of any type to increase gravity, octane rating, etc., may not be used, except as noted in the Unlimited Fuel Section.

HEADS: The use of other than stock production type heads in the "flathead" classes (i.e., Wayne, Ardun, etc.) will not be permitted, except as noted under Class Requirements in each division. Cars so equipped will be classified by the weight to cubic inch ratio formula, regardless of competition division.

HELMETS & GOGGLES: All drivers in Gas Coupe Supercharged Motorcycle, Street Roadster, Modified Sports Car, Altered, Roadster, Competition Coupe,

Modified Roadster, and Dragster Divisions must wear an approved safety helmet while running on the strip. List of approved helmets may be obtained from the Technical Committee. Windproof, shatterproof goggles must be worn by drivers of all vehicles not having windshields and by all motorcyclists while on the strip. Helmets are recommended for safety in all classes and may be required for any participant at the discretion of the Technical Committee.

HOODS: Each car in competition should have a hood over the top section of the engine compartment. Side panels may be omitted. Injector tubes may extend through individual holes in the hood, but carburetors may not be openly exposed or uncovered. Carburetors, in lieu of hood, must be equipped with a metal flash shield covering the top, back and sides to prevent gas from being siphoned into the airstream or blown into the driver's face.

HUB CAPS: Hub caps must be removed for inspection of lug nuts. Snap-on hub caps must be left off while in competition.

IGNITION: Each car in competition must have an ignition switch or magneto "kill-switch" in good working order, located within easy reach of the driver. Magneto "kill-switch" wiring must either be routed outside of the frame rail or enclosed in a 16-inch length of thick-walled steel tubing in the flywheel bellhousing area.

INSPECTION: Each car must satisfactorily pass inspection of the Technical Committee before being allowed to run. Committee will inspect lug nuts, axle, spindle cotter pins, wheels, tires, steering wheel play, steering gear mounts, throttle linkage, welds, and general construction methods.

LIQUID OVERFLOW: All cars in competition with any type of liquid overflow capable of dumping or spilling liquid must have a "catch-can" to accumulate the excess liquids and prevent them from being discharged on the strip. Minimum "catch-can" capacity: one (1) pint.

MISCELLANEOUS: Welding and construction methods as well as controls and equipment are subject to inspection by the Technical Committee. Long shackles will be accepted only with sway bars.

OCCUPANTS: Only one person will be permitted in any car during its participation in qualifying and/or elimination runs. All occupants of push cars must be inside of car or pickup bed.

PARACHUTE: Required on all machines that exceed 150 miles per hour. Parachutes provide an extra margin of safety and are a worthwhile addition to any machine. Parachutes **must** be popped on every 150+ mph run.

PROTECTIVE CLOTHING: Fire suits are required in **all** fuel classes and all blown gas dragsters or open-bodied blown machines. These fire suits to be the aluminized or equivalent type material, with face mask and long wrist-type gloves. Drivers of gas burning unblown dragsters and open-bodied unblown gas burning machines must wear fire-resistant clothing, preferably of coverall style, along with face mask and long wrist-type gloves. All open-bodied machine drivers must wear approved helmets, shatterproof, fireproof goggles. Face masks must be long enough to amply cover back of neck and throat and cannot have nose or mouth openings. Leather face masks, although not recommended, may be used on unblown gas machines. You can materially increase their effectiveness by painting or spraying the leather with aluminum paint.

PUSH CARS: Towed starts will not be permitted. Each competition car must be equipped with a suitable bumper-height pushing attachment.

ROAD WORTHINESS: Should a vehicle prove to be faulty or handle poorly during the event, the Track Steward or Technical Committee shall have the right and responsibility of removing the car from competition until the necessary repairs or adjustments to make the vehicle roadworthy have been made and approved. Should a driver lose con-

trol of his vehicle during a run, due to mechanical failure, he must make no attempt to continue the race, under penalty of being barred from further competition.

ROLL BARS: All open-bodied cars and all closed-bodied cars having any body modification must be equipped with a roll bar or cage type roll structure. Roll bars must be within six inches of the rear or side of the driver's head, extending in height at least three inches above the driver's helmet, with driver in normal driving position. Minimum requirements are 1½ inches inside diameter steel tubing with ⅛-inch wall thickness securely mounted, gusseted, and braced.

With cage type roll bar construction, cage must be within six inches of the rear or side of the driver's head, extending in height at least three inches above the driver's helmet, with driver in normal driving position, and adequately supported or cross-braced to prevent forward or lateral collapse of cage in case of spinout, collision or upset. Minimum requirements for cage type construction are 1⅝-inch outside diameter steel tubing with ⅛-inch-minimum wall thickness, securely mounted, gusseted, and braced. Low carbon (mild) steel tubing is recommended for all types of roll bar construction. Braces must be of the same diameter and wall thickness as the roll bar or cage type structure and intersect with the roll bar at a point not more than five inches from the top of the roll bar. Threaded pipe, pipe fittings, or lap weld pipe are not permissible.

SAFETY BELTS & SHOULDER HARNESS: Seat belts are recommended in all cars and are required in all Gas Coupe, Gas Coupe Supercharged, and Modified Sports Cars, excluding the

XM class. Shoulder harness and seat belts are required in XM Modified Sports, Street Roadster, Altered, Roadster, Competition Coupe, Modified Roadster, and Dragster Divisions. Belts and harnesses must be approved quick release type in good condition and must be securely fastened to the frame, cross member or suitably reinforced mounting, by 5/16 inch minimum diameter steel bolts, in such a manner that all fittings are in a direct line with the direction of pull. Steel castings of the type recommended by FAA, or "U" bolt type mounts, are recommended. Flat metal plates, if used for attachment, must be a minimum of ¼-inch thickness and have rounded edges to prevent cutting of safety belts. Under no circumstances will bolts inserted through belt webbing be acceptable as mounting.

SAFETY HUBS: Each car in competition (except Stock Cars, Sports Cars, Hot Rod and Gas Coupe/Sedans*) must be equipped with suitable safety hub devices on each driving wheel. Minimum protection: Standard production safety hubs (i.e., full-floating or three-quarter-floating type rear axles. These types may have the axles removed from the rear end assembly with the wheels remaining on the car); or in lieu of these, a minimum of four hooks per driving wheel, each attached to the backing plate with not less than two ¼-inch-minimum bolts. Hooks must be made of a minimum of ¼-inch steel plate, at least one inch wide, firmly mounted so as to retain the drum, hub, and wheel in case of axle failure.

*Compulsory on all Gas Coupe/Sedans with locked rear ends or ratchet type differentials and on early (pre-1948) Ford and Mercury rears.

SHOCKS: Each car in competition must be equipped with one operative shock absorber for each sprung wheel. Shocks must be either hydraulic or friction type, securely mounted and in good working order.

STARTER: The Official Starter may bar a car from the strip by refusing to start it even though the car may have passed the inspection of the Technical Committee. The Starter does not, however, have the authority to reverse the decision made by the Contest Board. Any car touching any yellow line during Eliminations will be subject to disqualification at the discretion of the Contest Committee.

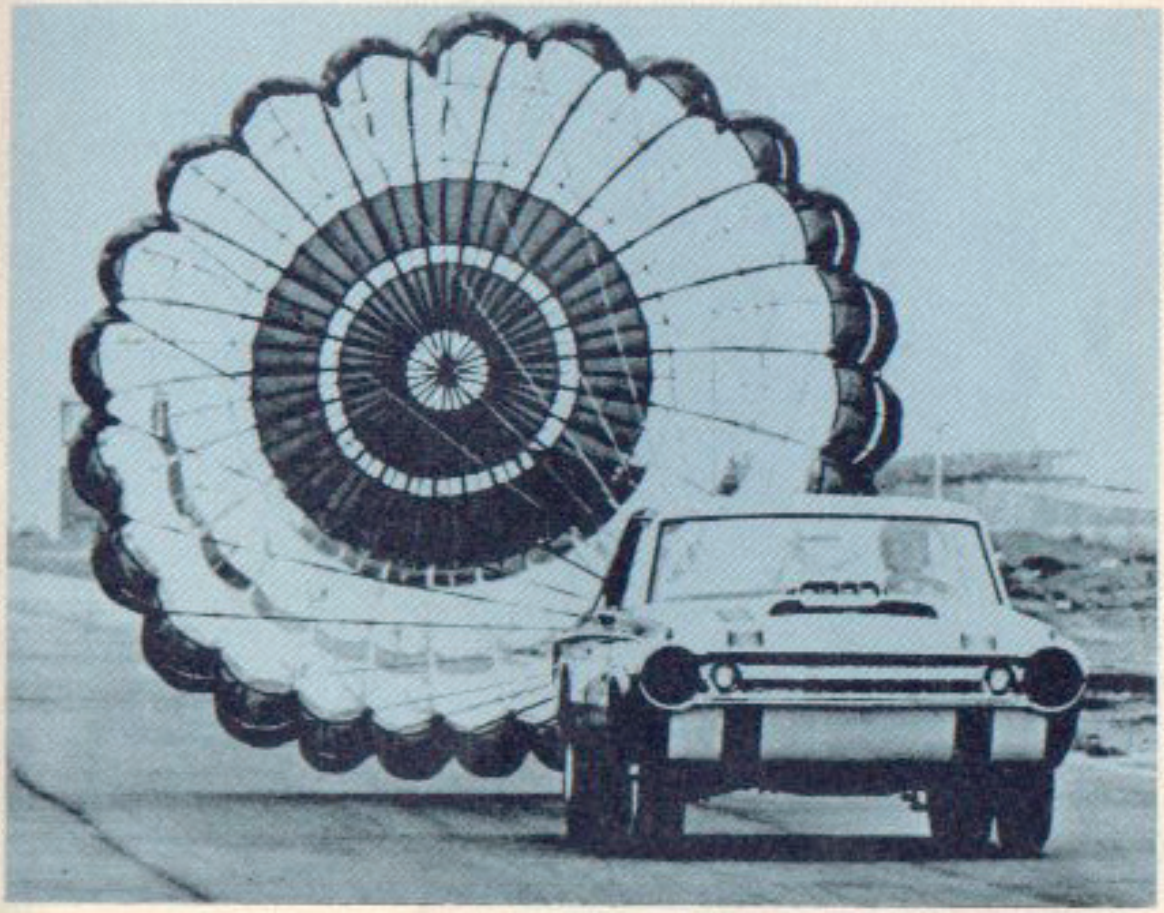
STEERING: Each car's steering system must be inspected to determine its condition for safety. Steering wheel play must be at a minimum. Drag link and tie-rod ends must be secured and keyed. All units on altered systems must be closely checked for insecure welds and faulty parts. All butt-welded parts must have additional visible reinforcement.

STRESSES: All cars in which stress is concentrated at a central point on the chassis by the location of rear engine mounts, belly straps, roll bar braces, roll bars, or rear end assemblies, must have a reinforcing strap or truss type brace to distribute the stress over at least a three-foot area to relieve critical stress build-up or chassis fatigue at these points of component intersection.

SUPERCHARGERS: All cars equipped with a chain-driven supercharger must have a shield or suitable chain guard, made of ⅛-inch-minimum-thickness steel plate, securely mounted to the engine or frame structure to contain the chain in case of breakage.

SUSPENSION: All street driven class cars must have a full suspension system of the type produced by automobile manufacturers, (i.e., springs, torsion bars, air suspension, etc.). Rigid mounting of front or rear axles is not permitted.

TARPAULINS: Tarpaulins may be used to cover the cockpit on open-bodied cars, but must be securely fastened in place and arranged so they do not obstruct the steering wheel and/or restrict driver's movements, and be so constructed that the driver can get into or out of the car without using fasteners or zippers. Tarpaulins used as covers over rear engine compartments must be made of fireproof material.



SOMETHING SLOWING YOU DOWN?

20,000 MEMBERS OF THE AMERICAN HOT ROD ASSOCIATION DON'T HAVE ANYTHING SLOWING THEM DOWN. AT LEAST NOT WHERE DRAG RACING IS CONCERNED. AHRA MEMBERS RECEIVE TACH MAGAZINE, THE OFFICIAL PUBLICATION OF THE ASSOCIATION. THEY KNOW WHAT'S GOING ON IN THE WORLD OF DRAG RACING AND THE DRAG RACER. THERE'S NOTHING SLOWING THEM DOWN. HOW ABOUT YOU? A $5 ANNUAL MEMBERSHIP FEE ISN'T THAT STEEP. UNLESS YOU LIKE GOING SLOW.

JOIN THE FASTEST GROUP AROUND!

American Hot Rod Association

1820 WEST 91st PLACE,
KANSAS CITY, MISSOURI 64114

THROTTLES: Each car, regardless of class, must have a foot throttle incorporating positive-acting return springs attached directly to the carburetor throttle arm. A positive stop or override prevention must be used to prevent linkage from passing over center and sticking in an open position. It is suggested that some means of physically returning the throttle to a closed position, by the use of the foot, be installed on all altered linkages in addition to return springs. Cable type throttle controls other than those manufactured for stock cars are not recommended. Hand throttles will be permitted only on motorcycles. Licensed hand controls are permitted in stock classes.

UPHOLSTERY & SEATS: The driver's seat in all cars in competition should be so constructed, braced, mounted and upholstered as to give full back and shoulder protection to the driver in the event of car upset, spinout, or collision. The driver's seat should be supported on the bottom and back by the frame or cross-member. It is highly recommended that a flat padded head rest be installed at the back of the driver's head.

WEIGHT DISTRIBUTION: As a safety precaution, each car in competition should maintain a minimum of 22% of its total weight on the front wheels and a maximum of 78% of its total weight on the rear wheels. All weight ratios determined with the driver in his normal driving position in the car. Additional front end weight may be required by the Technical Committee to insure proper handling of the car.

WHEELS & TIRES: Hub caps must be removed for inspectors, who will check for loose lugs, cracked wheels, worn or oversize lug holes, spindles, axle nuts, and cotter pins. Snap-on hub caps must be left off during participation in all events. Tires must be visually checked for condition, pressure, etc. Each car in competition must be equipped with automotive type wheels with a minimum wheel diameter of 12 inches. A minimum of 48 inches tread width, as measured from the center of the tire treads, must be maintained on at least one axle to prevent chassis roll out. Motorcycle type wheels, spoke type magnesium wheels, or automotive type lightweight wire wheels may be used on the front axle in Dragster, Competition Coupe/Sedan, and Modified Roadster classes only, provided the car's total weight, excluding driver, does not exceed 1800 lbs. Motorcycle wheels or lightweight automotive wire wheels must be equipped with ⅛-inch-minimum-diameter steel spokes, properly cross-laced, to provide maximum strength. All spoke holes in rim and hub must be laced; omissions to lighten wheel are not permitted. Rear wheels may be inside the body in Dragster, Competition Coupe/Sedan, and Modified Roadster and Altered Coupe/Sedan and must be covered with a metal wheel well which covers the inside and top 180 degrees of the wheel and completely isolates the driver's compartment from wheels and tires. Well must be of sufficient strength to protect the driver from smoke and tire fragments.

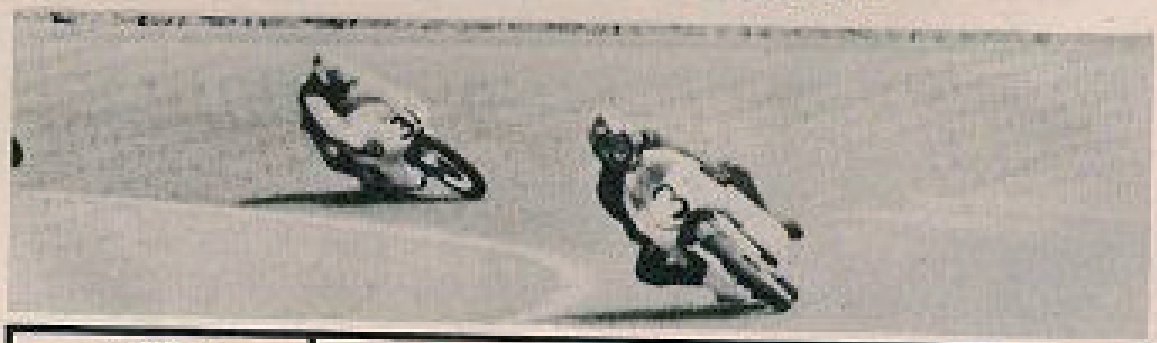
WINDSHIELD & WINDOWS: Windshields and windows on all competition cars, where required, must be of shatterproof material: safety glass, plexiglass, or other suitable transparent plastic, with a minimum opening height of five inches, as measured vertically. Windshield and windows must afford the driver an unobstructed view ahead and to both sides. Windscreens are recommended on all open-bodied cars.

GENERAL: All nuts, bolts, and component parts on each car's suspension system, chassis, and running gear must be secured with either lock nuts, lock washers, or cotter keys, and must have at least one full thread showing through nut.

Motorcycle Division

YAMAHA WINS EVERYWHERE!

CAPTURES WORLD 250cc GRAND PRIX CHAMPIONSHIP 2 YEARS IN A ROW!



READ AND DUFF team up with YAMAHA to capture 8 out of 9 First Places on the INTERNATIONAL GRAND PRIX CIRCUIT.

YAMAHA sweeps United States and Canadian events...

- DAYTONA AMA CHAMPIONSHIP Takes 8 out of 10
- NELSON LEDGES 3 races — 3 firsts
- LACONIA CHAMPIONSHIP Finishes 1-2-3
- ASCOT PARK 1st, 2nd, 4th in points
- MEADOWDALE 1st for 3rd year
- CANADIAN G. P. — WESTWOOD Finishes 1-2
- BONNEVILLE, UTAH New World's Record

Englishman Phil Read has streaked to his second straight World 250cc Grand Prix Championship. The title was gained in international competition with the fastest motorcycle racers in the world. Read, a member of Yamaha Factory Racing Team, piloted his 2-cylinder Yamaha "Factory Works" RD-56 to victories at Daytona, West Germany, Spain, France, Holland, Belgium, Czechoslovakia, and Ireland.

Read's winning efforts were supported by Yamaha's Mike Duff, who finished second to Read at Daytona, West Germany, Spain and Ireland aboard his Yamaha RD-56.

Yamaha RD-56 features the same basic engine that Yamaha utilizes in its production models.

YAMAHA 1965 Grand Prix Record

DATE	RACE	MAKE	CLASS	RIDER	POSITION	SPEED
3/20	U.S. (Daytona)	Yamaha	350	Read	1	97.43
		Yamaha	250	Duff	2	
4/25	W. Germany	Yamaha	250	Read	1	84.50
		Yamaha	250	Duff	2	
5/9	Spain	Yamaha	250	Read	1	73.23
		Yamaha	350	Duff	3	
5/16	France	Yamaha	250	Read	1	96.63
6/14	Isle of Man	Yamaha	250	Duff	2	94.71
6/26	Holland	Yamaha	250	Read	1	87.79
7/4	Belgium	Yamaha	250	Read	2	120.88
7/25	Czech.	Yamaha	250	Read	1	95.32
8/18	Ulster	Yamaha	250	Read	1	86.50
		Yamaha	250	Duff	2	

YAMAHA INTERNATIONAL CORPORATION

7733 Telegraph Road, Montebello, California • Eastern Branch: U.S. Rte. 30, Bell Lane, Downingtown, Pa.

There will be four classes in this division: Stock, Super Stock, Modified and Dragster.

STOCK CLASS HANDICAP

A/B	Over 1200 CC	3
B/B	1000 CC to 1200 CC	4
C/B	883 CC to 999 CC	5
D/B	750 CC to 882 CC	6
E/B	650 CC to 749 CC	7
F/B	500 CC to 649 CC	8
G/B	450 CC to 499 CC	9
H/B	350 CC to 449 CC	10
I/B	305 CC to 349 CC	11
J/B	250 CC to 304 CC	12
K/B	200 CC to 249 CC	13
L/B	175 CC to 199 CC	14
M/B	150 CC to 174 CC	15
N/B	125 CC to 149 CC	16
O/B	100 CC to 124 CC	17
P/B	90 CC to 99 CC	18
Q/B	80 CC to 89 CC	19
R/B	65 CC to 79 CC	20
S/B	50 CC to 64 CC	21
T/B	Under 50 CC	22

STOCK CLASS RULES

Entire machine must be stock with stock engine (carburetion, ignition, gearbox, etc.), frame, suspension, wheels, brakes, lighting system, fenders, chain guards, footpegs. Generator must remain attached and operative. Showroom equipment intact and working.

Carburetor jets may be modified. Air passages may not be enlarged.

Machine must be equipped with self-closing throttle or kill button.

Engine may be overbored maximum of .045. No porting or polishing or alteration of stroke permitted.

Valve train may not be lightened.

Pump gasoline must be used.

Handlebars optional. Clutch plates, gearing and factory-type seat are optional. Tires must be stock or street equivalent. No drag slicks. Maximum of five (5) inch cross section on tires.

Open exhaust is permissible during competition and air cleaner may be removed.

Each participant must wear AHRA or AMA approved helmet, leather jacket, goggles, gloves and lace-type shoes or boots.

SUPER STOCK CLASS HANDICAP

S/AB	Over 1200 CC	1
S/BB	1000 CC to 1200 CC	2
S/CB	883 CC to 999 CC	3
S/DB	750 CC to 882 CC	4
S/EB	650 CC to 749 CC	5
S/FB	500 CC to 649 CC	6
S/GB	450 CC to 499 CC	7
S/HB	350 CC to 449 CC	8
S/IB	305 CC to 349 CC	9
S/JB	250 CC to 304 CC	10
S/KB	200 CC to 249 CC	11
S/LB	175 CC to 199 CC	12
S/MB	150 CC to 174 CC	13
S/NB	125 CC to 149 CC	14
S/OB	100 CC to 124 CC	15
S/PB	90 CC to 99 CC	16
S/QB	80 CC to 89 CC	17
S/RB	65 CC to 79 CC	18
S/SB	50 CC to 64 CC	19
S/TB	Under 50 CC	20

Super Stock Class Rules

Machines in this class are to be the factory high performance street or sport machines that are factory advertised or designated and are thus equipped with high performance components.

Must have stock high-performance engine (carburetion, ignition, gearbox, etc.), frame, wheels, brakes, chain guards. Gearing is optional.

Engine may be overbored to .045 maximum. No porting or polishing or lightening of valve train permitted. Carburetors may be jetted. No enlarging of air passages. Stroke may not be altered.

Pump gasoline must be used.

Must be equipped with self-closing throttle or kill button.

Tires must be stock or street equivalent with maximum five (5) inch cross section. Stock wheel dimensions must be maintained, although aluminum rims are optional. No drag slicks.

Lighting equipment, mufflers, front fender not required.

Handlebars optional, as well as clutch plates, seat and gas tank. Seat is required.

MODIFIED CLASS

	HANDICAP
MG/A Over 1000 CC	3
MG/B 650 CC to 1000 CC	4
MG/C 450 CC to 649 CC	5
MG/D 305 CC to 449 CC	6
MG/E 250 CC to 304 CC	7
MG/F 175 CC to 249 CC	8
MG/G 125 CC to 174 CC	9
MG/H 80 CC to 124 CC	10
MG/I Under 80 CC	11

Modified Bike Class Rules

This class is for Hot Rod type machines with any engine modifications. The class includes "Factory Production Racers" such as: Yamaha TD-1; Har. Dav. CRTT; Har. Dav. KRTT; Honda CR series; Ducati Formula series; Triumph T-100 SR or SC; BSA Gold Star Clubman; Greever Silverstone or Challenger, etc.

Engine swaps acceptable but motorcycle engines only permitted. Kickstarter mechanism required.

Frame and fork must be stock size. Reasonable frame lightening permitted.

Stock wheel dimensions must be maintained, although aluminum rims are optional.

Chains must be covered on top run.

Rear wheel brake must be fitted and operative.

Machine must be equipped with self-closing throttle and kill button.

Drag slick rear tire permitted. Front tire must have minimum two (2) inch cross section. Fenders optional. Maximum of .045 overbore is permitted within displacement class.

Pump gasoline must be used. Open exhaust permitted and air cleaner may be removed.

Rider must wear AHRA or AMA approved helmet, leather jacket and trousers, goggles, gloves and lace-type boots or shoes.

DRAGSTER BIKE CLASS

	HANDICAP
MD/A Over 1000 CC	1
MD/B 650 CC to 1000 CC	2
MD/C 450 CC to 649 CC	3
MD/D 305 CC to 449 CC	4
MD/E 250 CC to 304 CC	5
MD/F 175 CC to 249 CC	6
MD/G 125 CC to 174 CC	7
MD/H 80 CC to 124 CC	8
MD/I Under 80 CC	9

Dragster Bike Class Rules

Any motorcycle engine or engines may be used with any modification permitted. Dual engines are permissible.

Frame, forks, suspension and wheelbase may be altered. Seat required. Chains must be covered on top run. Wheel size and type is optional. Rear wheel brake must be fitted and operative. Drag slick permissible. Minimum of two (2) inch on front tire cross section.

Machine must be equipped with a self-closing throttle and kill button.

Fuel is unlimited.

Rider must wear AHRA or AMA approved helmet, leather jacket and trousers, goggles, gloves, lace type shoes or boots.

MOTORCYCLE DIVISION SAFETY REGULATIONS

1. Any alterations after original inspection will automatically disqualify you.
2. Speeding or misuse of the pit area will automatically disqualify you.
3. Violation of strip rules will be cause for suspension. Minimum 4 weeks.
4. You must keep your feet on foot pegs at all times after leaving the starting line or face disqualification.
5. The 30-foot handicap may be changed or altered at any time at the discretion of the Technical Committee, depending on the Elapsed Time of the bikes participating.
6. Bike riders will be held responsible for their own actions.
7. All riders will advance in order through the staging lanes.
8. Spinning of wheels in the pit or staging area will be grounds for disqualification.
9. All riders must carry their own proof of stock production and must have gaskets available in case of tear down if protested during the day's run-offs.
10. In classes where handlebars are optional, no handlebar that measures less than 12 inches on either side of the fork will be permitted.
11. Steering dampers are required on all cycles.

STANDARD ELIMINATION PROCEDURE

All machines will be called to the staging area by the announcer. Only one call is required. Five minutes after the first call, any machine not appearing in the staging area will be subject to disqualification at the discretion of the Staging Steward. Once a machine has entered the staging area and made its initial run down the strip, no further paging efforts will be made to return the machine to the staging area.

All heat winners are required to return to the Staging Area immediately upon completion of each run, until a class champion has been recorded. Once a machine passes the area one car length behind the starting line, and the front wheels are placed on the starting line in preparation for a run, the machine must be ready to go. Drivers in this position may not wave off the starter.

No crew members are permitted to accompany the car after the wheels have been placed on the starting line, or on a handicap line.

Go only on green. Either or both machines making a jump start before the light turns green will be automatically disqualified. A (one) jump start is an automatic disqualification at all times during the entire day's competitive racing activities.

Any machine touching any marker line will be disqualified.

The end of the timing lane is located 66 feet beyond the finish line. Begin braking down as soon as your front wheels pass over this mark. The winner of an elimination run is electronically selected at the finish line. The decision is accurate to 1/35,000 of a second.

No machine will be permitted to use the strip for return purposes, except under unusual circumstances, without the consent of the strip manager.

All contestants must turn off at the end of the strip and keep their speed under 10 mph on the return road.

TIME TRIAL PROCEDURE

Any contestant running Time Trials will move his machine into the staging area. One machine will be taken from each lane, in rotation, for Time Trial runs. A contestant may receive as many Time Trials as time will permit. A time ticket may be issued after each run, as an optional service.

PROTEST PROCEDURE

All protests must be submitted in writing to the strip manager.

When a protest is issued against a car before Eliminations begin, that car is held out during the elimination procedures and runs as a single car with its class, making as many runs as the other cars in its class.

After a winner is determined in that class, the protested entry is then run off with that winner for the trophy run.

After the trophy run, the car is torn down by the owner, at a time prescribed by the Technical Committee, and if found to be legal in its class, and having won the elimination run, is then awarded the trophy. If a machine is protested during its class elimination and is found to be illegal, no trophy will be awarded in that class.

A protest must be filed by a competitor in the same class as the car under protest.

Protests on engine displacement or equipment must be made in writing and accompanied by a protest fee. Protest fees are as follows:

$25.00 to remove heads.
$15.00 to remove valley cover to check lifters.
$15.00 for "L" head engine bore and stroke check.
$32.50 for removal of both head and valley cover.
$10.00 for P & G cubic inch check.

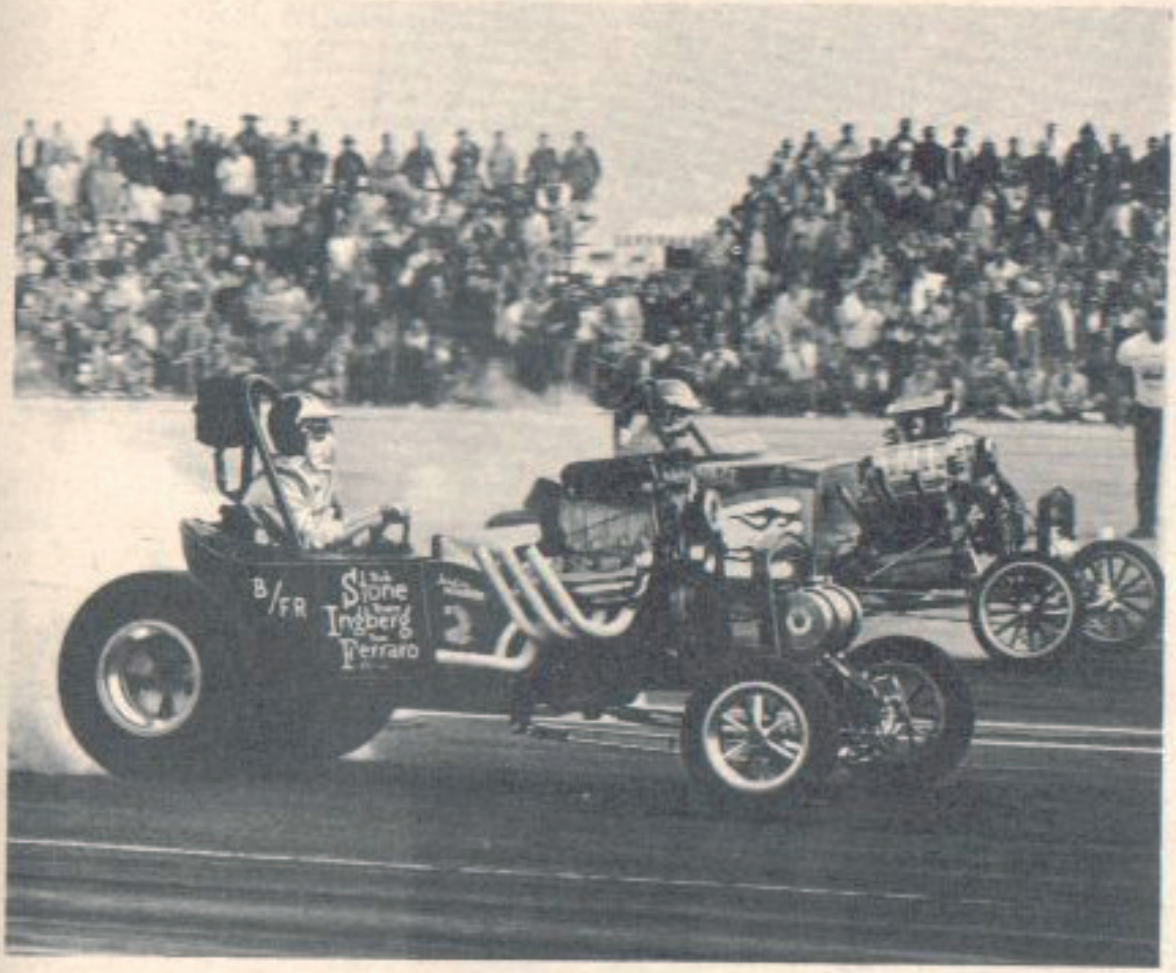
Protest fee will be forfeited to the car owner if the protested car is determined to be legal for its class. If an engine check proves a protested car to be out of its proper class, the entrant of the protested car will be subject to such action as the strip's contest committee wishes to impose, including suspension and/or revocation of his competition privileges.

A $2.00 strip service fee will be charged for either a weight protest, fuel check, or hydraulic lifter check. These services are available at any time.

The Technical Committee reserves the right to demand the tear-down of any engine for inspection, without protest charge.

In order to file an official protest, a participant must be a contestant in the same class as the car in question.

Service station pump gasoline, as specified for use in all classes, consists of ordinary high test gasoline available to the general public for use in passenger car automobile engines. Aviation gasolines, special additives or blends are not permitted. NOTE: Service Station pump gasoline is usually leaded (anti-knock compound), while aviation



gasoline is not. Sunoco concentrate will be legal.

A protested engine must be disassembled for inspection and reassembled by the car owner and/or his pit crew. Refusal to disassemble an engine upon official request will result in removal of the car, owner and/or pit crew from the strip and is cause for suspension of the car and owner from further participation in any activity at the strip.

ELIMINATOR PROCEDURE

The four fuel machines with the fastest elapsed times and the four gas machines with the fastest elapsed times from time trials will compete for Top Fuel and Top Gas Eliminators, respectively. Top Fuel and Top Gas Eliminator cars will run even off the starting line with no handicaps.

All other contestants will run in a pre-determined eliminator section. A thirty-foot advantage will be given for each numerical class difference. For example: After checking the chart on the following page, you will find that if you drive a B/Altered, you would run in Little Eliminator and you would have a handicap number of 5. If you were lined up with an A/Street Roadster during a Little Eliminator run, you would subtract his 2 from your 5 for a difference of 3. This means 3 x 30 feet, or that you would have a 90-foot head start. This same system will hold true in all eliminators, except Top Fuel, Top Gas and Super Stock.

SPECIAL ELIMINATORS

TOP ELIMINATOR: 4 quickest fuel dragsters; 4 quickest gas dragsters

COMPETITION ELIMINATOR:

Class	Handicap
CFD	1
CC	1
AFA	1
BGD	3
AAS	4
XMS	4
CGD	5
AEGD	5
FFD	6
BFA	6
XM	7
AA	7
BEGD	7
XMAS	7
AASR	7
AGS	7
XD	8

LITTLE ELIMINATOR:

Class	Handicap
BAS	1
FGD	2
AG	2
ASR	2
XMA	2
XMBS	3
BGS	3
CAS	4
BA	5
CA	6
CGS	7
DA	8

STREET ELIMINATOR: All modified production and hot rod cars with handicap numbers 1 through 7 as well as the following are eligible:

Class	Handicap No.
BG	3
BSR	3
XMB	3
CG	5
XMC	5
DG	7
CSR	7

HOT ROD ELIMINATOR: All modified production and hot rod cars with handicap numbers 8 and greater as well as the following are eligible:

Class	Handicap No.
GG	8
IG	8
EG	9
FG	10
HG	12

MR. STOCK ELIMINATOR: All FX and Stock Sports Cars with handicap numbers 1 through 7.

TOP STOCK ELIMINATOR: All stock cars with handicap numbers 8 through 14.

MIDDLE STOCK ELIMINATOR: All stock cars with handicap numbers 15 through 19.

LITTLE STOCK ELIMINATOR: All stock cars with handicap numbers 20 and up.

BIKE ELIMINATOR –

TOP STOCK: No's. 1 through 6.
MIDDLE STOCK: No's. 7 through 13.
LITTLE STOCK: No's. 14 through 22.

MODIFIED AND DRAGSTER –

TOP ELIMINATOR: No's. 1 through 5.
NUMBER 1 ELIMINATOR: No's. 6 through 11.

NOTE: AHRA will run special eliminator brackets at its National Championship events and reserves the right to change the number of cars qualifying for any eliminator bracket at these events.

AHRA reserves the right to change handicap numbers at any time.

HANDY FORMULAS

****To Keep in Mind When Working on Your Engine****

1. Displacement (cubic inches) = pi (3.1416) x radius of bore squared x number of cylinders x stroke (inches).

2. Displacement (cubic inch) = bore (inches) squared x stroke (inches) x number of cylinders x .7854.

3.

$$MPH = \frac{\text{rpm x tire dia. (inches)}}{\text{overall gear ratio x 336}}$$

4.

$$RPM = \frac{\text{mph x overall ratio x 336}}{\text{tire diameter (inches)}}$$

Rolling diameter of a tire differs from standard diameter. Measure rolling diameter by marking rear tire and ground with chalk and driving car forward one tire revolution. Divide measure by pi (3.1416).

5.

$$\text{Rear End Ratio} = \frac{\text{Flywheel turns x 2}}{\text{rear wheel turns}}$$

Jack only one rear wheel off the ground and shift transmission into high. Formula applies only to standard three speed transmissions that have high gear as a straight-through drive. If the car has overdrive, lock it out. Rotate wheel one full turn and count flywheel turns to the fraction.

6. Transmission Ratio =

$$\frac{\text{flywheel turns x 2}}{\text{rear wheel turns x rear end ratio}}$$

Shift transmission into either first, second, or high gear with overdrive, depending on which gear ratio you want to find. Follow procedure for formula five.

7. Overall Ratio = transmission ratio x rear end ratio.

8. Overall Ratio =

$$\frac{\text{engine rpm x tire dia. (inches)}}{\text{mph x 336}}$$

Use rolling diameter as in formula three.

9. One cubic inch = 16.31 cubic centimeters.

10. One cubic centimeter = .061 cubic inches.

11. Compression Ratio =

$$\frac{\text{cyl. displace. + combustion chamber dis.}}{\text{combustion chamber dis.}}$$

THE FOLLOWING RULES APPLY TO THE CHART:

1. CONSULT MANUFACTURERS SPECIFIC RECOMMENDATIONS WHEN AVAILABLE.
2. THE CHART MAY BE USED DIRECTLY WHEN ANY OF THE FOLLOWING LUBRICANTS ARE USED:
   NEVER-SEEZ COMPOUND, MOLYKOTE, FEL-PRO C-5, GRAPHITE AND OIL OR SIMILAR MIXTURES.
3. INCREASE THE TORQUE BY 20% WHEN USING ENGINE OIL OR CHASSIS GREASE AS A LUBRICANT.

(THESE LUBRICANTS ARE NOT GENERALLY RECOMMENDED FOR FASTENERS)

4. REDUCE TORQUE BY 20% WHEN PLATED BOLTS ARE USED.
5. INCREASE TORQUE BY 20% WHEN MULTIPLE TAPERED TOOTH LOCKWASHERS ARE USED.

CAUTION: TIGHTENING INTO ALUMINUM USUALLY WILL REQUIRE LESS TORQUE

U.S. STANDARD

GRADE OF BOLT	S.A.E. 1 & 2	S.A.E. 5	S.A.E. 6	S.A.E. 8	SOCKET OR WRENCH SIZE	
MINIMUM TENSILE STRENGTH	64,000 P.S.I.	105,000 P.S.I.	133,000 P.S.I.	150,000 P.S.I.		
GRADE MARKINGS ON HEAD →						
U.S. STANDARD		TORQUE (IN FOOT POUNDS)			U.S. REGULAR	
BOLT DIAMETER	DEC. EQUIV.				BOLT HEAD	NUT
1/4	.250	5	7	10	10.5	3/8	7/16
5/16	.3125	9	14	19	22	1/2	9/16
3/8	.375	15	25	34	37	9/16	5/8
7/16	.4375	24	40	55	60	5/8	3/4
1/2	.500	37	60	85	92	3/4	13/16
9/16	.5625	53	88	120	132	7/8	7/8
5/8	.625	74	120	167	180	15/16	1
3/4	.750	120	200	280	296	1-1/8	1-1/8
7/8	.875	190	302	440	473	1-5/16	1-5/16
1	1.000	282	466	660	714	1-1/2	1-1/2

AHRA WORLD CHAMPIONSHIP DRAGS HISTORY

A look into the background and the history of how it all began!

The World Championship Drag Races have a long and colorful history. Their development mirrors the growth of American Hot Rod Association, as well as the growth of the entire sport of drag racing during the last decade.

It all started on Labor Day weekend at Great Bend, Kansas, in 1955, with the first drag racing event to be designed specifically for the purpose of attracting top competitors from all sections of the country to decide class and overall champions on a national level.

This first event was known as the National Championship Drags. It was cut short by heavy rains and the final eliminations were held later in Arizona.

A tradition of the unexpected was established that first year, as Californian Calvin Rice shut down all the big overhead valve engined entries with his fuel-burning flathead dragster to win Top Eliminator.

Another Californian named Lloyd Scott set top speed of 151.00 mph, driving a twin-engined machine called the "Bustle Bomb." This device featured an Olds engine in front and a Cadillac engine in the rear—the forerunner of today's big twin-engined dragsters.

Although there was no Top Gas Eliminator at that first race, Fritz Voigt (yet another Californian) clocked top speed among the gas-burning machines at 132.74 mph in his Chrysler-powered "A/Open Gasser."

In 1956, the fledgling American Hot Rod Association extended sanction and sponsorship of the Labor Day meet at Great Bend, although the same local group which had helped organize the original event was still active in its promotion and execution.

Once again the elements made racing difficult. This time it was high winds and attendant dust storms, but they still managed to complete the races.

Texan Bobby Joe Rutledge provided the big surprise by urging his A/Modified Roadster to the Top Eliminator title. Bobby's mount was powered by a fueled-up flathead engine fitted with an Ardun overhead valve conversion, and it is the only non-dragster class car to ever win AHRA's big Labor Day meet.

Top speed at the '56 race was set by Kansan Jim Hopper aboard the Cadillac-powered Hopper-Hensley A/Fuel Dragster at a somewhat jaded 125 mph against gale velocity winds.

Another Kansan, Bill Cushenberry, turned top speed on gasoline of 108.95 mph, although there was still no official award posted for this achievement.

The Golden State of California burst back into the limelight in 1957. Emory Cook, at the wheel of the Cook & Bed-

well A/Fuel Dragster won the big Top Eliminator prize, although Lyle Fisher in the Speed Sport A/Modified Roadster from Arizona gave him a real tussle and finally scored top speed of 152.80 mph.

Both of these cars used carbureted fuel-burning Chrysler engines. They were among the first of the "new breed" of semi-professional drag racing competitors who were just beginning to tour the country.

There was a special award at the '57 race for top speed on gasoline, and it went to Kansan Paul Flynn in his Chrysler-powered A/Roadster which clocked 127.31 mph.

A gentleman named Don Garlits came roaring out of Florida in 1958 and lived up to his press clippings by piloting his "Swamp Rat" to the AHRA Championship title in his first attempt at the "Big One."

Garlits shattered all records by turning 161.29 mph in his A/Fuel Dragster powered by a carbureted Chrysler engine, the first time that one man had scored both Top Eliminator and Top Speed.

Outstanding performer among the gassers at this meet was the Kansas Kustom A/Open Gas rail powered by a supercharged Olds engine.

This car was campaigned by Beard-Gall-Hill-Nighswonger of Wichita, and cranked a 127.11 mph in 10.32 seconds for top speed and low e.t. on gasoline.

In 1959, Chris Karamesines of Chicago, Ill., served notice that he had arrived as a top drag racing competitor as he battled through a strong field of entries including defending Champion Don Garlits to post a convincing Top Eliminator victory.

This was the "Golden Greek's" first big win. He was driving an A/Fuel Dragster running a supercharged Chrysler engine (similar to that used by Garlits and most of the other front runners) and co-owned by George Schreiber and the late Don Maynard.

1959 marked the first year that a Top Gas Eliminator contest was incorporated into the AHRA Championships. Eddie Hill brought his little unsupercharged Pontiac-powered A/Open Gasser up from Texas to win this award, although fellow Texans Vance Hunt and Ed Mabry set top speed on gas of 151.51 mph.

After five straight years at Great Bend, Kan., American Hot Rod Association moved the Labor Day Championship Drags to Kansas City, Mo., in 1960.

Kansan Bob Sullivan was the man of the hour on his own home drag strip as he emerged Top Eliminator in his "Pandemonium III" A/Fuel Dragster powered by the now almost-universal supercharged Chrysler engine.

Top Gas Eliminator was Bob Rodgers, also a Kansan and Sullivan's neighbor as well. Rodgers also used the classic supercharged Chrysler engine in his gasser and he set low e.t. on gas of 9.48 seconds, although Wayne Brown from St. Louis, Mo., clocked top speed on the "pump stuff" at 160.14 mph.

Brown piloted a machine boasting two supercharged Chevrolet engines mounted in-line. His feat was a portent of things to come, because a twin-Chevy dragster from California was destined to become the 1961 AHRA Champion.

Zane Schubert wheeled Chet Herbert's AA/Fuel Dragster to the Top Eliminator title at Green Valley, Tex., the following year. This car used two in-line Chevy engines, unsupercharged.

Schubert's teammate, Lefty Mudersbach, drove a second Chet Herbert entry to top honors in AA/Gas Dragster class at top speed on gas of 169.81 mph and he also depended upon two in-line Chevys for power.

Top Gas Eliminator, however, went to Ed Garlits of Tampa, Fla., in an A/Gas Dragster powered by a single supercharged Chrysler engine.

Defending Champion Bob Sullivan turned in one of the most outstanding performances at the 1961 Championships. Even though he did not win the big prize, Sullivan clocked top speed of 184.04 mph and low e.t. of 8.21 seconds.

After a lapse of six years the Lone Star State flag once again flew over victory lane at the 1962 AHRA Championships. J. L. Payne, driving the Hunt-Payne-Sitton A/Fuel Dragster from near-by Arlington, won the coveted Top Eliminator title.

Don Prudhomme of California gave the Greer-Black-Prudhomme dragster a fine ride at this meet, hitting top speed of 189.06 mph and low e.t. of 8.09 seconds, but lost his chances in a wheelstand during eliminations.

Showing that twin-engined cars were far from dead, Benny Osborn of Oklahoma triumphed in the Top Gas Eliminator contest with an A/Gas Dragster powered by two supercharged Chevy engines.

The quickest gas-burning car in '62 was one of Mickey Thompson's Pontiac-powered dragsters from California driven by Tom McEwen, which clocked 8.59 seconds.

Art Malone dominated the 1963 AHRA Labor Day meet, which had by now earned the title of "World Championship Drag Races."

The genial Irishman from Florida was credited with official top speed of 196.06 mph, although Connie Swingle turned low e.t. of 8.15 during eliminations.

Top man among the gassers was Jimmy Nix in his supercharged Chevy dragster out of Oklahoma, getting down to an 8.57 elapsed time in the high 170 mph bracket.

Last year's World Championships marked the realization of a long-standing ambition of Texan Bobby Langley. Driving the latest version of his famous series of "Scorpion" dragsters, Bobby turned in a terrific performance with a best speed of 196.92 mph and low e.t. of 7.84 during his victorious drive.

Defending Champion Art Malone made a valiant effort to repeat his 1963 win, and did in fact match Bobby's 7.84 elapsed time record, but when the smoke finally cleared it was Bobby Langley's race.

The team of Bob Crews and John Pusch from Missouri was the favorite to take Top Gas honors in '64. They lowered the gas e.t. mark to 8.55 before going out with mechanical trouble.

Driving beautifully and getting the last possible ounce of performance out of an admittedly slower car, 19-year-old Carl Schiefer of California finally emerged the winner in this bracket.

Schiefer's mount was co-owned by Bob Hamilton of Florida and was actually an old ex-Don Garlits team car which had been rebuilt in just seven days especially to compete at this race!

What the 1965 World Championship Drag Races hold in store is anybody's guess, but judging from recent performances at other races we can look for speeds of well over 200 mph in the fuel dragster ranks, and anyone who doesn't "e.t." in the mid-seven-second bracket might as well stay home!

Competition among the gas-burning dragsters is going to be equally fierce and only slightly slower. We can look for near 190 mph speeds and elapsed times around the mid to low eight-second mark.

This is a far cry from the speeds which were considered "hot" in 1955. In fact, the performance of today's top-line dragsters represents an increase of over 50 mph in speed and better than 2 seconds in elapsed time from the standards of ten years ago.

Impressive, to be sure. However, the ingenuity of drag racers insures that we are very likely to witness an equally impressive development in the sport during the next decade.

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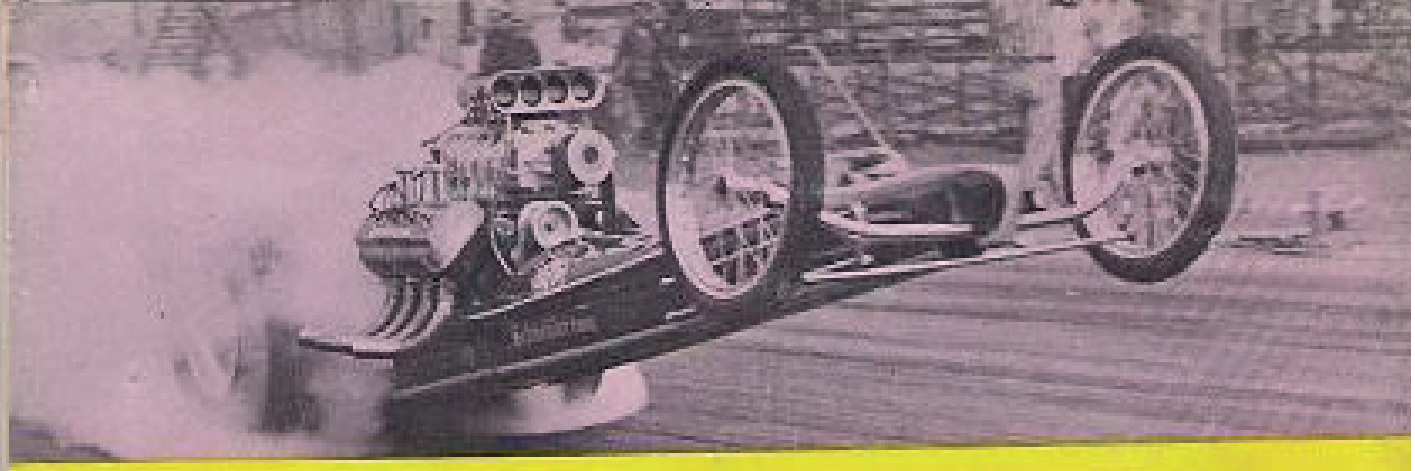

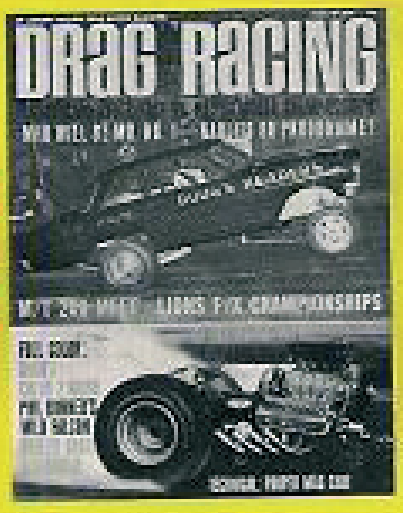

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