

THURSDAY, JULY 1 – SOUTHERN INDIANA DIRT DRAGS

Registration: 5-6 p.m.

Start: 7 p.m. No refunds, no rain date.

Information: Jim Ponsler 812-662-5789; Jamie Brown 812-614-2534

Truck Drag Rules

1. 2 Wheel Drive 4 cylinder \$10
2. 2 Wheel Drive 6 cylinder \$10
3. 4 Wheel Drive 4 cylinder \$10
4. 4 Wheel Drive 6 cylinder \$10
5. 6 Cylinder Jeep Wrangler \$10
6. Buggies \$10
7. Diesels 4 Wheel Drive \$20
8. Unlimited 2 Wheel Drive \$20
9. Unlimited 4 Wheel Drive \$20
10. Pure Stock 2 Wheel Drive V-8 360 and below \$10
11. Street Stock 2 Wheel Drive V-8 360 and below \$10
12. Super Stock 2 Wheel Drive V-8 360 and below \$20
13. Modified 2 Wheel Drive V-8 360 and below \$20
14. Pure Stock 4 Wheel Drive V-8 360 and below \$10
15. Street Stock 4 Wheel Drive V-8 360 and below \$10
16. Super Stock 4 Wheel Drive V-8 360 and below \$20
17. Modified 4 Wheel Drive V-8 360 and below \$20
18. Pure Stock 2 Wheel Drive V-8 and cubic in. \$10
19. Street Stock 2 Wheel Drive V-8 any cubic in. \$10
20. Super Stock 2 Wheel Drive V-8 any cubic in. \$20
21. Modified 2 Wheel Drive V-8 any cubic in. \$20
22. Pure Stock 4 Wheel Drive V-8 any cubic in. \$10
23. Street Stock 4 Wheel Drive V-8 any cubic in. \$10
24. Super Stock 4 Wheel Drive V-8 any cubic in. \$20
25. Modified 4 Wheel Drive V-8 any cubic in. \$20

CLASSIFICATIONS

Pure Stock- Street legal, no programmers or chips. All engine components must be factory stock and model year correct, heads, intakes, exhaust manifolds, carburetors, no internal engine changes other than stock replacement parts, no nitrous, no stall convertors, no trans-brakes, no gear ratio lower than 4.57, DOT approved tires.

Street Stock- Street legal, factory equipped cast iron cylinder heads, unless vehicle was equipped with aluminum heads from factory and year correct. Headers and full exhaust past cab, dual plane manifolds, any carburetors as long as single pump, single line, with vacuum secondary, RV cams OK, but nothing radical, stalls convertors limited to under 2800 rpms OK, no gear ration below 4.57, DOT approved tires. Factory style suspension, full body no aftermarket fiberglass body panels, no trans-brakes. No cool down, vehicles will be vacuum tested (15" @ 1000-1100rpm). No vacuum pumps.

Super Stock- Dual plane intake manifold, limited to one carburetor, no dominator or predator carburetors, dual line carbs are acceptable, only factory engine blocks, needs to have exhaust to rear of cab, minor weight reductions (Not Chopped) No 3 or 4 link suspensions, DOT tires, no using trans-brakes, no cool down time, no nitrous, naturally aspirated aluminum heads OK if factory equipped on that vehicle, after market heads OK but must be cast iron and GM's 23 degree. No power adders (NO2, Blower, Turbos) Bolt on traction devices, Cal-Tracs, Traction bars are OK but all factory suspension part need to be in factory locations. (spring and shocks)

Modified- No power adders (NO2, Blowers, Turbos) No paddle tires, chopped up trucks OK but if vehicle has no doors a minimum 6 point roll cage is required. Suspension mods OK. Required to have shut off switches at rear of vehicles. Required to have a drive shaft loops.

Unlimited- All gas and diesel trucks welcome, basically anything goes with the exception of no paddle tire. Required shut of switch located rear of vehicle, and drive shaft loops. Chopped vehicles OK. If doors removed a minimum of a 6 point roll cage is required.

DIESEL CLASSES:

Stock Class- Literally stock unmodified turbo only

Street Class- Modified stock appearing.

Modified Class- Any diesel truck

PAYOUT SCALE- 100% Pay Back

Class Size:

2-4 trucks= pay 1st place only

5-8 trucks = pay 1st and 2nd

9 or more trucks= pay 1st, 2nd, 3rd