True Street

The crossover classes below run under their own set of class rules for their sanctioning body, and ignore the WCF True Street rulebook totally. Every crossover car is 100% accountable for every rule in their rulebook, unless the there is as an adjustment made in the table below. In some cases a crossover class may need an adjustment to be slowed down or sped up to make parity with the WCF True Street class for parity. If the car has ever competed in any of the classes below at that sanctioned event in the last year, then the car must run under the crossover rules. It will not be eligible to run under the WCF True Street rulebook. If there is any question on crossover eligibility, the event director will make the final decision on eligibility.

In an effort to allow crossover cars to get to a lower minimum weight if the crossover rules allow you to run lighter than your normal weight, all crossover class racers can run any light weight body components even if your sanctioning body does not allow it.

Lower engine containment device or diaper is mandatory on all crossover class cars, even if your sanctioning body does not require them.

Series	Series Website	Class Name	Parity Adjustments
Ram Racing	Ram Racing Series	Drag Radial (2011 Ram Rulebook)	• All Cars: Wheelie bars must be removed • Big Block Pontiac Cars: Add 200 lbs. • Big Block Chevy Cars (With #6045 Edelbrock Oval Port Heads): No Weight Adjustment • Small Block LS1 Cars: Add 150 lbs. • SBC & SBF Cars: Add 100 lbs.
NMRA	nmradigital.com	Coyote Modified	• Turbocharged Cars: Add 350 lbs. • Supercharged Cars: Add 300 lbs. • Nitrous Cars: Add 200 lbs.
IHRA	ihra.com	Stock Eliminator	• All Cars: Wheelie bars must be removed • All Cars: Any fuel is permitted • Supercharged Cars: No Weight Adjustment • Naturally Aspirated Cars: Deduct 100 lbs. and 30" x 10.5" slick is permitted