

The Modern Street Hemi Shootout Series will return to Ohio again for the 2012 season and will run all day on Day #1 of the 5th Annual 2012 LX & Beyond Nationals on Saturday, July 21, 2012 at Quaker City Motorsports Park in Salem, Ohio.

\$125 Entry Fee (Pre-Registered) / \$150 Entry Fee (At the Gate) – Covers Race Entry for Saturday and Sunday

Cars that are eligible to participate in 2012 Modern Street Hemi Shootout Series Heads-Up Classes are 2005-present LX, LC, LD and SRT Jeeps. If you have a Mopar Engine powered vehicle that is not an LX, LC or SRT Jeep, you may participate in Exhibition and Index. All classes will be run with a Pro Tree. Safety is our primary concern and NHRA safety rules will be followed.

Exhibition (Non-Points Class)

- Heads-Up Racing for All Gen III HEMI powered LX, LC, LD, SRT Jeep, and all Drag Pak cars including V10.
- No restriction on weight, displacement, power adders, controllers, transmission, or suspension.
- Any LX, LC, LD and SRT Jeep not using approved drive train components and or electronics.
- Random pairing on a .250 bracket
- Not eligible for "King of the Hill".
- No points or prizes. Just bragging rights.

Unlimited Class

- Heads-Up Racing for 2005+ Gen III HEMI powered LX, LC, LD, and SRT Jeep
- No restriction on weight, displacement, or power adders.
- Cars (including Jeeps) with a solid rear axle must use a Nag1 or factory type 6-speed transmission.
- Cars that have been converted from Nag1 to any other transmission (TH400, Powerglide, etc.) must use IRS suspension.
- Cars (including Jeeps) with both solid rear axle and converted transmission must run Exhibition.
- See Notes 1 & 2 at bottom of page.

Pro Class

- Heads-Up Racing for 2005+ Gen III HEMI powered LX, LC, LD, and SRT Jeep with power adder (forced induction or nitrous).
- Engine displacement limited to 6.1 liters with one exception. OEM 6.4 (392) allowed when using stock bottom end.
- No power adder restriction when using stock bottom end (any turbo setup including twins, any supercharger, and any nitrous setup).
- Forged bottom ends restricted to a single power adder as described below:
- No twin turbo setups. Single turbo limited to 76mm.
- Superchargers restricted to maximum positive displacement of 3.0 Liters.
- Centrifugal blowers no larger than Procharger D1, Vortech V1 T trim, Paxton 1500.
- Nitrous systems limited to plate system.
- Naturally Aspirated cars over 468 cubic inches, and Naturally Aspirated cars not meeting weight restrictions for Stroker or Super Stock class.
- All power adder cars: 4000+ lbs. (Minimum Weight with driver)
- Naturally Aspirated cars: No weight minimum for N/A cars.
- Cars not meeting minimum weight requirements will compete in Unlimited.
- LX, LC, LD must have IRS Suspension.
- See Notes 1 & 2 at bottom of page.

Stroker Class

- Naturally Aspirated Heads-Up Racing for all 2005+ Gen III HEMI powered LX, LC, LD, and SRT Jeep with stroked engines up to 468 cubic inches (including factory VCT 392).
- 6.4L Iron Engines (include OEM VCT 392): 3900+ lbs. (Minimum Weight with driver)
- 7.0L Iron or 6.4L Aluminum Engines: 4000+ lbs. (Minimum Weight with driver)
- 7.2L Iron or 7.0L Aluminum Engines: 4100+ lbs. (Minimum Weight with driver)
- 7.2L Aluminum Engines or Larger: 4200+ lbs. (Minimum Weight with driver)
- Any aftermarket or "one-off" blocks, regardless of material, and any modular sleeved blocks must compete at 4200+ lbs.
- LX, LC, LD must have IRS Suspension
- Cars not meeting minimum weight requirements will compete in Pro class
- Accepted fuels are pump gas, any commercially available race fuel, or E-85.
- Any additional fuel system including water methanol systems are prohibited and may not be present on the vehicle.
- See Notes 1 & 2 at bottom of page

Super Stock Class

- Naturally Aspirated Heads-Up Racing for all 2005+ 5.7L and 6.1L Gen III HEMI powered LX, LC, LD, and SRT Jeep
- 6.1L Engines: 4050+ lbs. (Minimum Weight with driver)
- 5.7L Engines: 3900+ lbs. (Minimum Weight with driver)
- 5.79 cubic inches will be treated as a 6.1L
- Aluminum blocks prohibited.
- LX, LC, LD must have IRS
- Cars not meeting minimum weight requirements will compete in Pro class
- Accepted fuels are pump gas, any commercially available race fuel, or E-85.
- Any additional fuel system including water methanol systems are prohibited and may not be present on the vehicle.
- See Notes 1 & 2 at bottom of page

Index

- All 2005+ Gen III LX, LC, LD, and SRT Jeep (including HEMI, V6, and both V8 & V10 Drag Paks) are allowed to compete in this class.
- Index racing run on a .250 bracket such as 12.00, 12.25, 12.50...
- No delay boxes or throttle stops

King of the Hill

- Index runoff between the class winners of Super Stock, Stroker, Pro and Unlimited.
- Random pairing on a .250 bracket.

***Note 1**

All Cars except Exhibition and Index must run factory engine controllers. Approved engine controllers are NGC 3, 4, and 4A models as well as GPEC 2.

***Note 2**

Super Stock, Stroker, Pro and Unlimited (Unlimited only when running solid rear axle) are required to have NAG1 Transmission, or six speed manual transmission. Six speed entries must be production style units with the standard H-Style pattern. Sequential or clutch-less transmissions are prohibited. Clutch must be conventional, slipper clutches prohibited.

The Inaugural Mopar Heritage & Beyond Racing Series will kick off its first season in Ohio and will run all day on Day #2 of the 5th Annual 2012 LX & Beyond Nationals on Sunday, July 22, 2012 at Quaker City Motorsports Park in Salem, Ohio.

\$125 Entry Fee (Pre-Registered) / \$150 Entry Fee (At the Gate) – Covers Race Entry for Sunday

Cars that are eligible to participate in 2012 Mopar Heritage & Beyond Racing Series are 2005-present LX, LC, LD, all SRT cars past and present, and 1960-1978 Dodge, Chrysler, Plymouth B-Body and E-Body vehicles. If you have a Chrysler-powered engine in a vehicle that is not listed, you may participate in Exhibition and Index. All classes will be run with a Pro Tree. Safety is our primary concern and NHRA safety rules will be followed.

Mopar Heritage & Beyond – Exhibition (Non-Points Class)

- Heads-Up Racing for **All** Chrysler-engine powered vehicles.
- No restriction on weight, displacement, power adders, controllers, transmission, or suspension.
- Random pairing on a .250 bracket.
- No points or prizes. Just bragging rights.

Mopar Heritage & Beyond - Unlimited

- Heads-Up Index Racing (10.00 and lower) for All Modern Mopar and Classic Mopar Cars. See Note 3 & 4.
- No restriction on weight, displacement, or power adders
- LX, LC, LD must have IRS Suspension.
- OEM electronic transmissions allowed.
- Random pairing on a .250 bracket.
- Qualifying is closest to Index without running under.
- See Notes 1 & 2 at bottom of page

Mopar Heritage & Beyond – Bracket

- Dial-In Bracket Racing for All Modern Mopar and Classic Mopar Cars. See Note 3 & 4
- Bracket A: 11:49-Quicker; Bracket B: 11.50-12.99; Bracket C: 13.00 - Slower
- No restriction on weight, displacement, or power adders
- Throttle stops, delay boxes, cross-over boxes or any “reaction-time related” electronic bracket racing accessories prohibited.
- Trans brake and 2-steps permitted.
- OEM electronic transmissions allowed.

Mopar Heritage & Beyond – Bracket (continued)

- LX, LC, LD must have IRS Suspension
- Accepted fuels are pump gas, any commercially available race fuel, or E-85.
- Any additional fuel system including water methanol systems are prohibited and may not be present on the vehicle.
- See Notes 1 & 2 at bottom of page

Mopar Heritage & Beyond – Index

- All Modern Mopar and Classic Mopar Cars (including HEMI, V6, and both V8 & V10 Drag Paks) are allowed to compete in this class.
- Index racing run on a .250 bracket such as 12.00, 12.25, 12.50...
- Qualifying is closest to Index without running under.
- Throttle stops, delay boxes and all related throttle-stop type accessories prohibited

Note #1: General Rules

- All facility rules apply and will be enforced by track employees during the event
- Drivers must have all the proper safety equipment including apparel designated by the track's sanctioning body
- Multiple vehicles registered by one person are allowed but there must be a driver for each vehicle. One Car, One Driver.
- Vehicles allowed to race side by side are determined by track rules. Lane choice goes to quicker car
- All races will be run on a .500 pro tree.
- All vehicles required to make at least one (1) qualifying pass.
- Minimum two (2) qualifying rounds.
- Once a vehicle has been eliminated in a class, they cannot enter another class.
- Any Index Class without a minimum of 4 Cars will have option to Test and Tune
- Double breakout – car breaking out the least wins.
- Turbo, supercharger and nitrous allowed.
- Fuel injection or carburetors allowed.
- Deep Staging Allowed

Note #2: Restrictions

- Full-bodied Chrysler/Dodge/Jeep/Plymouth cars with bumpers, hood, grille, top, windshield and functional doors
- Dash must be stock (SFI approved aftermarket gauges and seats allowed)
- Glass must be DOT approved (NO LEXAN)

Note #2: Restrictions (continued)

- Modern Chrysler Cars (including Jeeps) with a solid rear axle must use a Nag1 or factory type 6-speed transmission.
- Modern Chrysler Cars that have been converted from Nag1 to any other transmission (TH400, Powerglide, etc.) must use IRS suspension.
- Vehicles must pass NHRA rules for the ET the vehicle runs.
- Nitrous controllers are allowed for controlling nitrous only.
- Mufflers required. Car must be “street” muffled
- Back-half cars not allowed in any Index Class

Note #3: Modern Mopar Participant Vehicles

- 2008-present Dodge Challenger
- 2008-2009 Dodge Caliber SRT4
- 2006-present Jeep Grand Cherokee SRT8
- 2005-present Chrysler 300
- 2005-present Dodge Charger
- 2005-2008 Dodge Magnum
- 2005-2006 Chrysler Crossfire SRT6
- 2004-2008 Dodge Ram SRT10
- 2003-2005 Dodge SRT4
- 1997, 1999-2002 Chrysler/Plymouth Prowler
- 1992-2010, 2013 Dodge/SRT Viper

Note #4: Classic Mopar Participant Vehicles

- 1970 Plymouth Superbird
- 1970-1974 Plymouth Barracuda
- 1970-1974 Dodge Challenger
- 1969 Dodge Charger Daytona
- 1968-1976 Dodge Dart GT, GTS, Swinger, and Demon
- 1968-1971 Dodge Super Bee
- 1968-1975 Plymouth Road Runner
- 1967-1971 Plymouth GTX
- 1966-1978 Dodge Charger
- 1965-1976 Dodge Coronet
- 1965-1974 Plymouth Satellite
- 1964-1974 Plymouth Barracuda
- 1962-1970 Plymouth Belvedere
- 1962-1965 Dodge Dart/Plymouth Fury 413/426 Max Wedge/426 HEMI
- 1960-1973 Dodge Polara