



## GENERAL RULES

All competitors in the *Rocky Mountain Superchargers* (RMS) series must be members in order to participate. (Top Supercharged and Pro Supercharged).

Competitors in the **Competition Products Challenge** (CPC) must be entered at each event.

All cars must pass the technical inspection required by the sanctioning body and the host track, as appropriate.

Drivers must be licensed as required by the sanctioning body for the car in which they are competing.

Teams will pit together, as nearly as possible, and in the place provided when the host track designates spaces for our racers. CPC participants may also participate in host track eliminators and will pit with RMS or as specified by the track. It is the team's responsibility to inform the Competition Director of the team's location in order to facilitate communication.

Attendance at driver's meetings is required. Laughing at the Competition Director's jokes is optional.

Adjustable throttle stops are not permitted in *any* RMS or CPC competition. If the participant's car is equipped with such a satanic device, it must be rendered inoperative or thrown in the lake. It may not be used. Blast and die racing is not permitted.

All cars must have a number, or other identifier for the tower's use, visible on both sides of the car. Remember that the tower personnel are working hard to keep everything straight and may even use binoculars from time to time to see the identifiers racers use! A simple number in contrasting color is best and courteous to the host track workers.



## **TOP SUPERCHARGED THUNDER AND PRO SUPERCHARGED/ALL STARS**

All General rules apply.

All cars raced must be equipped with a mechanically driven supercharger unless nitromethane is used. In the latter case, supercharging is optional.

Points will be awarded in each round to the racer who is first to the stripe and each racer who is closest to the index in each pairing. A racer who accomplishes both will receive points for both. When a Chicago style 8 car field is scheduled, points will also be awarded to the winner, runner up, and the two cars next closest to the index.

As before, the two finalists will be the racers closest to the index (over or under).

The standard NHRA breakout rule is in effect for the final round only: Should one car break out (run under the index) that driver will be awarded the runner up prize and points UNLESS both cars break out, in which case the driver with the lesser breakout (closer to the index) will be the winner and the other driver the runner up. We will not announce a breakout from the tower as we would like the fans to see the race as breakout free.

We will continue to use a .4 Pro Tree and heads up starts. 8 car fields will employ a Chicago style eliminator format in which each car may come back for the second round irrespective of first round performance. In Round Robin events (4 cars) each car will be paired with each of the others in the three rounds. Match Races will be three rounds unless otherwise indicated before the racers depart home for the event. Of course, the number of rounds may be lessened if track conditions dictate that result.

Racers are encouraged to tune as closely as possible to our index when Match Racing or participating in a four car Round Robin. We will be awarding points by round for closest to the index.



When we are unable to run the final round for an 8 car field, we will determine the winner and runner up in the course of the Competition Rounds at the next event. Should we not be able to run the final round at the *final* event; the racer closest to the index heading into the final will be awarded the win and the other racer will be named runner up.

Racers will compete as paired by the Competition Director.

All races will be conducted on a ¼ mile track unless specified in advance or unless track conditions dictate otherwise for safety reasons. Appropriate modification to the index will be made should an 1/8 mile distance be used. The decision of the Competition Director to limit the distance or cancel a round is final. He will, of course, consult with the affected racers before deciding the best course of action.

Race cars should respond to direct action of the driver unaided by magical, mystery boxes and other devices. Devices used before launch or to enhance the safety of the driver, or others, or to reduce wear and tear on the race car are generally permitted. Devices which interfere with the driver's role, as driver, in competition generally are not. All questions concerning any new devices or unusual ones (GPS locators, sun dials, etc.) should be addressed to the Competition Director who will consult with the Chief Technical Advisor and the affected racers in order to render a judgment that meets the needs of RMS racers and is in keeping with our competitive concept.



## COMPETITION PRODUCTS CHALLENGE.

All General rules apply.

Races will be conducted at an **1/8 mile** distance.

The Competition Products Challenge will use this format:

\*Racers will compete in one of four eliminators. The *winner* of each eliminator will meet in a handicapped “final four.” The winner of that single elimination group will be the Challenge winner.

\*The four eliminators are:

\***Custom** (6.50 e.t), **Hot Rod** (6.00 e.t.), **Modified** (5.50), and **Elite** (5.00).

*At tracks above 3,000 feet altitude, the e.t. breaks will be .2 slower for each eliminator.*

\***Heads up starts** on a .4 Pro Tree for Elite and .5 Pro Tree for Custom, Hot Rod, and Modified.

\***The Purse** is guaranteed at 80% of entry fees plus the certificates from Competition Products. Payment amounts and distribution will be announced at each event as participation is determined.

Buybacks will be available after the first round only and subject to time available from the host track. Do not count on buybacks being available at every event.

Competitors may choose to employ any engine type or power adder allowed by the host track and its sanctioning body.

The standard NHRA breakout rule (described above) is in effect for all rounds.

Each event will require payment of an entry fee except that RMS members who choose to do so may race in the CPC without payment of the fee.

RMS members racing in the CPC may only race in the CPC.

A series champion will be designated and an appropriate award will be given to the champion. Enrollment in the Championship Chase is required to earn points for the end of season award of the championship.



Points will be awarded to the winner and runner up in each eliminator and the winner and runner up in the Challenge final for those enrolled in the Championship Chase. Points will only be awarded at events following each racer's enrollment in the Chase.

Decisions made during the course of an event by the Competition Director will be final. As always, he will consult with the affected racers before making any decision.

As CPC competitors may also be racing in another eliminator at the track, please keep the Competition Director aware of your pit location and such things as cooling requirements. That way, we can help ensure that each racer has the best chance to win and has adequate time to prepare for each round.