



GENERAL EVENT RULES/PROCEDURES/ETIQUETTE

- All drivers and co-pilots (who will be helping with driving and racing duties) must have a valid driver's license.
- All competition vehicles are required to be registered and insured. Proof of this is required during tech.
- Regarding Jr. Street racers and under age passengers/copilots: If parents will not be in attendance, but instead a guardian is in attendance, the guardian and minor must present a notarized minor waiver signed by the parent/parents. There is also a special form for minors during check in.
- All competition vehicles must have working turn signals, horn, rear view mirror and at least one side mirror
- If the driver is not the car owner, the driver must have all required documents and must prove that they have the car owner's permission to be in possession of and to race the vehicle.
- Any racer intending to run elapsed times and speeds that require an NHRA license, per the guidelines in the NHRA rule book (www.nhraracer.com), must be qualified and must have obtained the required license by the sanctioning body prior to undergoing tech at the event.
- Vehicles entered with the obvious intent of supporting another competitor with parts, tools, supplies, fuel, or manpower subject both entries to disqualification at the Race Director's discretion. It is not our intent to keep friends from helping friends, but to prevent entries from acting as support vehicles for other competitors. If an entry uses parts, tools, supplies, or fuel from another competitor or another non-competition vehicle on a daily basis, that is considered illegal support and as such may disqualify the race entry.
- **Trailers:** Single axle trailers only. Cargo area not to exceed 6 feet wide by 8 feet long. Pop up camping/travel trailers allowed, not to exceed 16 feet in length. Trailer must also be registered and have working turn signals. Trailers that do not require title/registration per your state requirements ok.
- Oversized trailers for sleeping, or "Just in case I break" scenarios: CAN NOT be towed by a vehicle in competition. CAN be towed by a Vagabond. Daily spectator passes are not permitted to camp on site,

as they do not sign all of the necessary insurance/liability waivers. In the event that an oversized trailer is being towed by a Vagabond for sleeping purposes, at no time shall said trailer be hauling parts, tools, fuel, or any kind of competition vehicle support equipment. We will have more media personnel in 2025, that means we will have more eyes, more cameras, and higher scrutiny of these rules. Racers will be encouraged to photograph and send witnessed rule infractions to Jesse or Heather, any photo submissions will remain 100% anonymous. We do not intend to get anyone in trouble, however we want to be very strict in regards to fairness amongst all competitors. IF AT ANY TIME, a non-competitor trailer is witnessed to be parked on a highway or in a parking lot with a competition vehicle, and that trailer is open, unlocked, or being utilized as support for any vehicle, it will be subject to a discussion/investigation and potential disqualification of the competitor the trailer is supporting. *****Vagabonds ARE permitted to do parts runs, or fuel runs for competitors if they are broke down. This is why a discussion/investigation would take place. There may be credible times or reasons for a Vagabond to utilize said trailer. Details of the situation, if witnessed, will be taken into consideration before any disqualifications are issued. YOUR BEST COURSE OF ACTION IF YOU NEED A VAGABOND WITH AN OVERSIZED TRAILER TO PICK UP REPAIR PARTS IS TO CALL JESSE OR HEATHER BEFORE HAND! We can document the situation, and avoid any red flags.

- All sponsor decals (located in your swag bag) must be on competition vehicles in designated areas before they make a pass down the dragstrip.
- If you pass fellow racers while they are on the side of the road, please slow and try to check on them (in the form of a thumbs up). If they give you a thumbs down and it is safe to do so, please stop and give assistance if possible. Cell phone reception during most of these drives is not the best, we all need to look out for each other and help each other out when it is safe to do so. If they give a thumbs up, that's great!
- ***Monday Early Check-In is NOT mandatory*** Racers will be allowed to check in and tech on Day 1.
- Early check in is on Monday, September 22 **starting at 10am-4pm**. Racers, copilots, and Vagabonds will be allowed into the front gate as they arrive.
- Upon arrival, every Redwood Rally participant (racers, copilots, and each vagabond) will head to the registration booth to check in and sign waivers for each track. This will streamline track entry for the rest of the week. This is also where you will receive your wristbands, swag bags and maps. Tech will be open in staging lanes **at 10am-4pm**.
- Test & Tune: If you plan on participating in the early check in afternoon T&T, you will need to purchase a separate tech card at the registration booth. **\$50 for T&T, 4pm-8pm**.
- Racers not utilizing any kind of truck and trailer to transport race cars to the track will pit directly in pit spaces (see track maps)
- Impound Yard: Racers hauling their Redwood Rally race vehicles with truck & trailer will choose their pit spot for the event, unload their race vehicles and get themselves situated. All spare parts, race vehicle

trailers, fuel, etc. will need to remain in your pit area. You will then move your trucks & trailers to our designated "Impound" yard. Once a racer has unloaded, parked in impound, and checked into the event, the trucks and trailers in impound are no longer accessible until the conclusion of the event. If a racer can not finish the event and needs to access their vehicle for an early event exit, we will arrange for a staff member to meet them at the track to access their tow vehicle from the secured area. **For 2025, we need to tighten up the trailer storage parking area. In addition, and this one is going to become very strict: After the drivers' meeting, before we start running cars on Tuesday, September 23, ALL TRANSPORT TRAILERS MUST BE SHUT, LOCKED, AND THERE CAN BE NO ACCESS UNTIL AFTER YOUR FINAL TIME SLIP IS TURNED IN SATURDAY, SEPTEMBER 27. If you arrive at the track on the evening of Friday, September 26th, your transport trailer and tow vehicle is OFF LIMITS, ASIDE FROM SLEEPING PURPOSES****.**

Failure to follow these tow vehicle/trailer rules risks immediate DISQUALIFICATION. Please DO NOT put your entire week's hard work and progress at risk by accessing your impounded rig early. ****Motorhomes, camping trailers, truck mounted campers, living quarters trailers parked in impound MAY be slept in upon arrival at Medford Dragstrip on Friday night. **PARK YOUR COMPETITION VEHICLE IN THE RACER PIT AREA.** All we are trying to accomplish here is fairness regarding tools and spare parts. If you have any worries in regards to the legality of any actions during the event: **CALL JESSE OR HEATHER.** Again, we are happy to get in front of and analyze any questionable circumstances in order to avoid any disqualifications.

- Vagabonds will pit in designated areas (see track maps). Vagabonds are NOT allowed to haul parts (or fuel) for racers, and Vagabonds are not allowed to work on race cars. Only racers and co-drivers are allowed to work on vehicles. (Anyone can work on the Vagabond vehicles if necessary lol!)
- Vagabonds WILL be allowed to chase down parts for racers! Other racers need to focus on the route and not necessarily parts runs... so we will be allowing vagabonds to track down, pick up, and deliver parts to a racer in need, they just can't work on the vehicles, or carry spare parts or fuel along the route.
- Mandatory Pit Stops and/or Landmarks: We will have a detailed route map for the Redwood Rally given to each racer in their swag bags upon check-in. There are multiple sponsors and landmarks along the route that each competitor MUST visit. Most are simple drive-in locations where racers will drive into a parking lot, stop, get out of their vehicle, and take a selfie of themselves, the vehicle, and the specified landmark in 1 photo. This is a happy event, so smiles are almost mandatory. *Suggestion:* If traveling with a group, or with co-drivers, we strongly suggest taking a few photos with a couple different cell phones just in case a cell phone is lost or broken along the route. These photos are 100% MANDATORY. If a racer gets to the next track and attempts to submit their time slips without their mandatory photo, they will need to backtrack the route and get that photo before they can continue the route. Event disqualification is at stake.

- When time slips are turned in, Redwood Rally staff will enter the data, have the racer review the data, and the submit button will be pressed. Once this is done, all submitted data is final. Redwood Rally will not go back into the database to make changes to time slip data UNLESS there is an obvious data entry error when results are uploaded. When time slips are submitted, any other daily requirements will be turned in at the same time. Example: MANDATORY Pit Stop and/or Landmark Photos, Sponsor Location receipts, speeding tickets, warnings from Law Enforcement.
- Redwood Rally is extremely serious about our racers obeying ALL traffic laws. We can not and will not tolerate moving violations during our event. In the event that a competitor gets a ticket or moving violation of any kind during the route, that MUST be submitted with the racer's time slip on the following day. The concern here is that we need to be mindful of traffic laws and the general public so we can continue to host the Redwood Rally for years to come, and we do not want law enforcement along the route to put a target on our brand. A moving violation is NOT necessarily an immediate disqualification. However, there is a criteria that we will be holding firm to.
 - Any exhibition of speed ticket involving 2 competitors racing on any public highway is an automatic disqualification.
 - Exhibition of speed ticket involving burnouts, donuts, or sideshow activities on any public road or highway is an automatic disqualification.
 - Any excessive speed moving violation of 25 mph or more over the POSTED speed limit is an automatic disqualification. Keep in mind, this is the most gorgeous and scenic route of ANY Drag & Drive event in the country... Take the time to enjoy it and all its beauty.
- ***Take note*** The posted speed limit for ANY vehicle towing a trailer in California is 55 mph.

Redwood Rally does not want to disqualify any competitor for any reason, but we will be strict with these policies, as they reflect heavily on our brand and the future of the Redwood Rally.

Mandatory features outside of standard NHRA safety requirements:

- No antifreeze (Off the showroom floor style vehicles, antifreeze permitted)
- Engine diaper required on any vehicles who run quicker than 9.99 in 1/4 mile.
- Guard for turbo exhaust HIGHLY recommended.
- Fire extinguisher in vehicle at all times. The bigger the better, but no size requirement. This rule has more to do with highway driving than track racing. We need to take as much care to avoid roadside fires in a region where wildfires are a huge risk.

Important rule enhancements for 2025 to help distinguish rules based on the "spirit" of Drag & Drive:

- Drivers, you are ONLY ALLOWED TO DRIVE YOUR RACE ENTRY VEHICLE during the entirety of the event. At no time are drivers allowed to drive a separate vehicle to retrieve parts, go to hotels, restaurants, or other destinations. A racer is allowed to ride with a Vagabond or another racer to do any of the previously mentioned. However borrowing, renting, or using a vehicle parked in impound for any kind of transportation while in competition is strictly prohibited.

- **For safety and responsibility purposes, it is PERMITTED to utilize a taxi cab, Uber, Lyft, etc. to go to dinner or whatever kind of evening extracurricular activities people enjoy between race days.**
- Only registered racers and co-drivers can work on vehicles during typical race operations. In the event that a racer manages to limp a hurt vehicle to any shop, including event sponsor shops for necessary repairs, there will be a newly established protocol for 2025: It will be mandatory to check in by phone to Jesse Adams at 530-635-5655. The situation, including scope of repair must be explained in detail, so we can give authorization and potentially send a member of our media staff to catch the action. While we prefer drivers and co-drivers only work on vehicles, at public shops it is obvious that insurance purposes do not always allow customer participation. This detail is important for example, because the same holds true at a tire shop for mounting/dismounting tires, as a differential shop changing a pinion bearing. **IF EVER IN DOUBT, CALL JESSE AND HEATHER SO WE CAN DOCUMENT SITUATIONS AND DECISIONS.**
- In order to use a repair shop, it must be made available to ALL RACERS publicly before the event. I.e, you may go to any tire shop that's open along the route, but you may not be able to sneak into a friend's shop along the route for parts or services that would not be otherwise available to the rest of the racers.
- If any competitors question the intent or legality of any racers' actions, and they do not wish to make protests public, we need proof. Photos of rule breakers will remain anonymous. It is important to the integrity of our event that competitors stay true to our rules. We are confident that our competitors are not participating to intentionally break rules. So I repeat: **IF A SITUATION ARISES WHERE YOU ARE NOT SURE IF YOUR NEXT MOVE IS ENTIRELY LEGAL, CALL JESSE OR HEATHER.** We are here for our racers. We can lead you down the proper path. The Redwood Rally is about passion, comradery, and respect.

2025 CLASSES

UNLIMITED- PRESENTED BY BRP Race Transmission Coolers

- We don't care what you show up with for the UNLIMITED CATEGORY. The only rule is, you have to run the route, make the pit stops, and make 1 run per day down the race track!
- 1/8 mile
- Lower engine containment device **MANDATORY**

SLIGHTLY LIMITED -

- Absolutely anything goes in Slightly Limited, as long as you run a maximum tire size of 28x10.5 (non W), 275 Radial, or 30x9 slick.
- 1/8 mile
- Lower engine containment device **MANDATORY**

REDWOOD RADIALS - PRESENTED BY AED RACING

- 1/8 Mile
- Run What You Brung, any engine combination.

- 235 D.O.T. / Radials Permitted, 26 x 8.5 Radial Slicks Permitted
- Front clip can be any material, but MUST be permanently mounted. NO 1 Piece removable front ends.
- Fully Finished interior encouraged and appreciated, but NOT mandatory.
- Class is almost unlimited....as the tiny tire is the real limitation here!
- Lower engine containment device MANDATORY

AMERICAN GRAFFITI HARD TIRE -

- Tread rating of 200 or higher.
- ANY tire size, as long as it has a tread rating of 200 or greater. Less tire manufactures are including treadwear ratings on sidewalls. Please take care to reference your exact tire model with specs that are available online. All tires have tread wear ratings. Any tire in question will be referenced per online manufacture specs. If you have that ready in advance via screenshot or URL link, we would appreciate it during tech.
- This Category will make it much easier for street cars and off the showroom cars to be competitive without the expense or modifications to run race style tires. It also helps with track prep schedule.
- N/A & boosted applications will run together.
- AWD permitted for 4 cylinder vehicles and diesel trucks ONLY. No GTRs (6cyl), no EVs
- Tire swapping for street/track driving permitted.
- Quicker than 6.50, and NOT a factory engine compartment configuration: Lower engine containment device MANDATORY
- We highly recommend a lower containment on ALL vehicles, however some "Off the showroom floor" modern vehicles are extremely difficult to install. However, if you CAN fit a diaper on your car, PLEASE DO

AMERICAN GRAFFITI NATURALLY ASPIRATED -

- Race tire recommended, but it's your choice to bring a properly sized hard tire to a race tire class.
- 1/8 mile
- 28 x 10.5 tire Maximum, 30 x 9 accepted, 275 Radial/Drag Radial permitted
- Requires FULL INTERIOR and Carpet. Interior does NOT need to be fully factory/OEM. *If care was taken to trim out the interior to resemble factory equipped interior around roll cage, seats, shifters, center consoles, etc... that is acceptable. Work does not need to be professionally done, we are all do-it-yourselfers at heart.
- Technicalities will be at the discretion of RR Tech Staff.
- Aftermarket driver/passenger seats permitted, must have covers/upholstery.
- Must retain factory floor sheet metal (can have cage/chassis/subframe integrated), steel B-Pillar structure, transmission tunnel, etc.
- Tunnel modifications for clearance of Transmission shield, driveshaft loop, etc. permitted.
- *Modification technicalities will be at the discretion of RR Tech Staff.
- Back seat OPTIONAL, as fitting a back seat in amongst a cage and mini tubs is often impossible. IF you fit this category without a back seat, rear passenger area MUST be fully trimmed and carpeted.
- Factory trim not required, but gutted, unfinished panels/body structure will not be considered legal in the 4 American Graffiti classes.
- Time and care must be taken to make the car appear as "street" as possible.

- Factory frame rails may be notched, modified, clearanced, but not fully removed/replaced.
- Component upgrades accepted, example: Updating IRS to solid axle, accepted.
- Mini tubs maximum rear sheet metal modifications.
- 1 piece carbon/fiberglass front clips prohibited.
- Permanently installed composite/fiberglass fenders that retain the look of a factory vehicle permitted.
- Hood NOT required. Aftermarket hood of any kind permitted.
- Carbon/fiberglass/composite bumpers permitted.
- Vehicles must be 100% NATURALLY ASPIRATED. Nitrous kits of any kind PROHIBITED
- 1 time slip per day
- Quicker than 6.50, and NOT a factory engine compartment configuration: Lower engine containment device MANDATORY
- We highly recommend a lower containment on ALL vehicles, however some "Off the showroom floor" modern vehicles are extremely difficult to install. However, if you CAN fit a diaper on your car, PLEASE DO

AMERICAN GRAFFITI POWER ADDER -

- 1/8 mile
- 28 x 10.5 tire Maximum, 30 x 9 accepted, 275 Radial/Drag Radial permitted
- Race tire recommended, but it's your choice to bring a properly sized hard tire to a race tire class.
- Requires FULL INTERIOR and Carpet. Interior does NOT need to be fully factory/OEM.
*If care was taken to trim out the interior to resemble factory equipped interior around roll cage, seats, shifters, center consoles, etc... that is acceptable. Work does not need to be professionally done, we are all do-it-yourselfers at heart.
- Technicalities will be at the discretion of RR Tech Staff.
- Aftermarket driver/passenger seats permitted, must have covers/upholstery.
- Must retain factory floor sheet metal (can have cage/chassis/subframe integrated), steel B-Pillar structure, transmission tunnel, etc.
- Tunnel modifications for clearance of Transmission shield, driveshaft loop, etc. permitted.
- *Modification technicalities will be at the discretion of RR Tech Staff.
- Back seat OPTIONAL, as fitting a back seat in amongst a cage and mini tubs is often impossible. IF you fit this category without a back seat, rear passenger area MUST be fully trimmed and carpeted.
- Factory trim not required, but gutted, unfinished panels/body structure will not be considered legal in the 4 American graffiti classes.
- Time and care must be taken to make the car appear as "street" as possible.
- Factory frame rails may be notched, modified, clearanced, but not fully removed/replaced.
- Component upgrades accepted, example: Updating IRS to solid axle, accepted.
- Mini tubs maximum rear sheet metal modifications.
- 1 piece carbon/fiberglass front clips prohibited.
- Permanently installed composite/fiberglass fenders that retain the look of a factory vehicle permitted.
- Hood NOT required in Power Adder Class.
- Carbon/fiberglass/composite bumpers permitted.
- Aftermarket hood of any kind permitted.
- 1 time slip per day.
- Quicker than 6.50, and NOT a factory engine compartment configuration: Lower engine containment device MANDATORY

- We highly recommend a lower containment on ALL vehicles, however some “Off the showroom floor” modern vehicles are extremely difficult to install. However, if you CAN fit a diaper on your car, PLEASE DO

AMERICAN GRAFFITI MAGNUM - PRESENTED BY RNJ CONSTRUCTION

- 1/8 Mile
- ANY tire permitted.
- Naturally aspirated & Power Adders run together
- Factory body (steel roof & quarters, no 1 piece front clips unless steel, tilt style. Fiberglass fenders permitted, must be permanently mounted to keep car looking like factory.
- Requires FULL INTERIOR and Carpet in FRONT HALF of vehicle. Entire floor may be cut and replaced with sheet metal, must have carpet. Entire transmission tunnel may be replaced, must have carpet. Back half cars won't require carpet behind front seats. Rear panels must be finished, simple sheet metal or door panels permitted. (No unfinished gutted paneling. Car must retain the appearance of a finished big tire street car. Aftermarket driver/passenger seats permitted, must have covers/upholstery. Back seat optional. Time and care must be taken to make the car appear as “street” as possible, while being modified for big tire. Full back half suspension permitted. Any front suspension permitted.
- 1 Time slip per day.
- Quicker than 6.50, and NOT a factory engine compartment configuration: Lower engine containment device MANDATORY
- We highly recommend a lower containment on ALL vehicles, however some “Off the showroom floor” modern vehicles are extremely difficult to install. However, if you CAN fit a diaper on your car, PLEASE DO

3 PEDAL - PRESENTED BY MOTORFAB USA

- 1/4 mile
- Import & Domestic run in the same class in 2024
- RWYB, as long as you're dumpin' clutch and banging gears manually.
- Must have clutch pedal and traditional right hand operated shift lever. (I have lots of Aussie mates...if they show up and shift left handed, that's permitted)
- Lenco transmission permitted as long as there's a clutch & pedal.
- Pro-Stock, Liberty style transmission with clutch and forward-backward, style shifter permitted.
- “Manual” paddle shift ***Prohibited*** You can run in other categories.
- 1 time slip per day.
- Quicker than 6.50, and NOT a factory engine compartment configuration: Lower engine containment device MANDATORY
- We highly recommend a lower containment on ALL vehicles, however some “Off the showroom floor” modern vehicles are extremely difficult to install. However, if you CAN fit a diaper on your car, PLEASE DO

TAILGATE RACERS -

- 1/8 Mile
- El Camino, Ranchero, Aussie UTE, truck style vehicles without cab-to-bed gap permitted.

- Must appear to have the ability to tow a trailer. Trailer not mandatory, but there MUST be a trailer ball mounted somewhere on the exterior of the vehicle. It could be mounted in the antenna hole in the fender....or in a proper trailer hitch, but a trailer ball MUST BE VISIBLE when doing a walk around the vehicle.
- All Steel, All Glass (with exception of roll pans, and rear window for roll cage purposes. Factory aluminum body permitted.
- Fiberglass hood Permitted
- Full interior. Interior does not need to be stock/factory, but does need to be finished. It does not need to be beautiful, but I do not want to see hacked out door skins, uncovered steel floors, etc. Rubber floor mat or carpet acceptable. Again, it doesn't need to be perfect, but needs to look complete.
- TAILGATE is MANDATORY. Must race with tailgate CLOSED, 5th wheel tailgates permitted, rubber tailgate mesh prohibited.
- Bumpers not mandatory, BUT....if a truck has removed its bumpers, it MUST have finished lower valance on the FRONT. While we PREFER rear bumper or finished roll pan in the rear, it is NOT mandatory. Finished meaning permanently installed, painted finish not mandatory. Any material roll pan permitted.
- 4wd PERMITTED
- Maximum drive tire size: 275 Radial/Drag Radial, 28 x 10.5 non-W slick, 30 x 9 slick
- Cyber Trucks PROHIBITED There are other classes to run in.
- New for 2025!! Station Wagons, early SUVs like Broncos or Blazers with FOLD DOWN tailgates PERMITTED.
- Quicker than 6.50, and NOT a factory engine compartment configuration: Lower engine containment device MANDATORY
- We highly recommend a lower containment on ALL vehicles, however some "Off the showroom floor" modern vehicles are extremely difficult to install. However, if you CAN fit a diaper on your car, PLEASE DO

GLORY DAYS GASSERS - PRESENTED BY WOODY'S TOWING AND RECOVERY

- ¼ Mile
- 14x32 Maximum tire size
- Beadlocks PROHIBITED, rim screws permitted
- DOOR CARS ONLY, no open wheel or roadsters, no straight axle pickup trucks, unless specifically built in the traditional "gasser fashion".
- Trans brakes permitted.
- Full interior NOT mandatory.
- New builds permitted, modern day intentions prohibited. ***see notes at the bottom.

2025 ENGINE COMBINATION SPECIFICATIONS:

- EFI Permitted on Naturally Aspirated or boosted engines in the following fashions:
- EFI Control Module can NOT control ignition timing.
- Must be Naturally Aspirated Tunnel Ram, Stack injection, or Bug Catcher style throttle blades to utilize Port Injected EFI.
- Modern, single blade throttle body prohibited
- If utilizing a ROOTS supercharger, EFI allowed ABOVE the supercharger ONLY, no port injection EFI on boosted applications. MFI nozzles can be utilized in any configuration.

- Ignition systems: Must be MSD 7a13 equivalent or lesser.
- Digital ignition with timing curve features PROHIBITED.
- Engines MUST maintain distributor or magneto in factory location. Electronic/Magnetic pickup distributor permitted.
- Coil On Plug/Coil per cylinder PROHIBITED
- Timing control utilized by manual switches permitted. Example: Switches mounted to a shifter to make timing change per gear permitted.
- Timing control based on electronic RPM switches PROHIBITED

Power Adders Permitted in the following fashion:

- Nitrous Oxide Permitted.
- Programmable controllers prohibited.
- Nitrous Oxide can only be activated by W.O.T. switch or manual button.
- Multi-stage nitrous kits PROHIBITED.
- Only 1 Solenoid for Fuel, One Solenoid for Nitrous.
- Plate or Fogger Permitted.

- Turbo Chargers Permitted in 2 fashions ONLY: Turbochargers in the Gasser class MUST utilize a SUCK/DRAW THROUGH style carb, or feed a stack injection, with throttle blades equaling the number of cylinders.
- Intercoolers PROHIBITED
- Common plenum with single throttle body PROHIBITED.
- Roots Superchargers Permitted.
- May utilize single/dual/triple carb induction.

- EFI Permitted, with the following condition:
- Must utilize a Bug Catcher or similar injector hat, or multi-blade throttle body. (For example, a nostalgic style, 3 blade, vertical injector). Single blade throttle body PROHIBITED. Carburetor style throttle body PROHIBITED.
- If utilizing EFI, all fuel must be introduced ABOVE the supercharger. Individual port EFI Prohibited.
- Centrifugal Superchargers PROHIBITED
- BLOW THROUGH Carburetors with turbo(s) PROHIBITED
- EFI with turbo(s) only permitted with individual cylinder throttle butterflies per cylinder. In this fashion, EFI permitted without ECU provided timing control.
- Lower engine containment device MANDATORY

***Explanation for the above statement: We are starting to see a "no prep" car trend these days where a Fox body for example, is using a straight axle front end with the steering rack mounted to the axle to get away from the toe in/out geometry of 12+ inches of front end travel. Literally seeing 4-link front suspension, long travel coil overs, etc. These modern no-prep straight axle equipped cars will not be allowed.

We have had a couple discussions about some modified IFS setups that still produce that classic gasser style, without the straight axle swap... If you have the intent to run in the Glory Days Gasser category, and

worry whether or not your vehicle fits the criteria, simply text me some photos and I can take a look and let you know how you fit. Jesse 530-635-5655

Fitting in the gasser class will be up to Jesse & Heather's discretion and our final word will stand. We want to make this category fun and exciting!! The criteria for this class is probably the most difficult, but we will make it work.

MIND OVER MATTER -

- Mind over Matter (Set your index)
- .500 FULL TREE
- 1/4 mile (1/8 at Coos Bay, and could be utilized at other tracks if necessary)
- Run What Ya Brung
- 1 time slip from Day #1 locks in your personal index for the WEEK. 2nd time slip from Day #1 goes towards your week's OVER index total.
- ***Day #1, time slip 1/8 mile time will set your Coos Bay 1/8 mile index.***
- Each day, the racer's time slip will be compared to the individual index acquired on DAY #1.
- Day #1 time slips do NOT need to be turned in in chronological order. Racers can choose which slip sets their index.
- Under index or "breakout" will be calculated toward a racer's daily average, with a 2 tenth penalty. Each time slip from Days 1-5 must be DEAD ON or over the individual index acquired on DAY #1 to avoid breakout penalty.
- M.O.M. racers who participate in the Day 0 T&T can set their index with a T&T time slip. Saves time come Race day #1. Obviously the T&T is not mandatory.
- Days 1 through 5, E.T.'s over the individual index will be added together, and calculate the driver's daily OVER index. The racer with the smallest OVER index margin throughout the 5 days is the overall winner.
- Maximum of SIX passes per day to chase your index.
- Quicker than 6.50, and NOT a factory engine compartment configuration: Lower engine containment device MANDATORY
- We highly recommend a lower containment on ALL vehicles, however some "Off the showroom floor" modern vehicles are extremely difficult to install. However, if you CAN fit a diaper on your car, PLEASE DO

SPEED QUEENS - PRESENTED BY RACE WIFE GRAPHICS

- The Speed Queens category will have multiple winners!
- All the females in Mind Over Matter will be competing for the overall "Speed Queens" championship, as well as the Mind Over Matter class. In addition to that, they will also be competing against all the females in the rally for other awards.
- Female drivers may have Male co-drivers. However, ALL time submitted passes MUST be done by the female driver. The male co-driver can still make fun runs down any track, but we have a way to track the drivers.... Females only can submit their runs/time slips.
- **Every female participating in the Redwood Rally will have a chance to win additional Speed Queen awards.** Some awards include:
 - *Quickest female of the Redwood Rally (5 run average)
 - *Most consistent (E.T.) female of the entire event

- *Slowest female of the Redwood Rally (5 run average)
- *Best snacks provided to Redwood Rally staff
- *Most cheerful (5 day average)
- *Best R.B.F.

JR. STREET - PRESENTED BY HAILEY MILLER RACING

- Jr Street will compete for their own category title, as well as mix it up directly with the Mind Over Matter category! These 13-16 year old Jr Street competitors will have a unique opportunity to "Double Up" in the Redwood Rally! And even more amazing, any female Jr Street competitors will have an opportunity to TRIPLE UP, as they could potentially win Jr Street, Mind Over Matter, and the Speed Queens title!!
- Jr Street competitors must hold a valid NHRA Jr Street license. They will be restricted to turning in 1/8 mile data at ALL 5 tracks in order to conform to the NHRA Jr Street rules.
- As Jr Street requires a licensed driver to be a passenger on the race track, obviously that driver will be their co-driver during the event and get the vehicle from track to track on the route.
- **Maximum of SIX passes per day to chase your index.**

Route, Pit Stops and track maps will be available soon