



## **NHRDA No Prep Race Series - Rules**

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Welcome to the **NHRDA No Prep Race Series** — where real street trucks meet raw, heads-up competition.

This series was built to give diesel racers a place to compete without sacrificing what makes their trucks fun to drive. Too often, classes force competitors into extremes—cutting up clean street trucks, building lag-heavy setups, or turning them into something that barely resembles what they started with. On the flip side, the alternative usually means bracket racing or low-excitement sportsman-style competition.

We wanted something different.

The NHRDA No Prep Race Series is designed to highlight real-world, high-performance diesel trucks in a true no prep environment—where setup, driving, and power all matter.

To make that happen, we've created two classes:

### **Average Joe: Drop-In Turbo Class**

Built for racers looking to keep things simple, responsive, and street-driven. This class focuses on factory-style drop-in turbo upgrades, keeping trucks quick-spooling, fun to drive, and highly competitive. It's the perfect entry point for racers who want to get into heads-up no prep racing without going all-in on a full race setup.

### **Blue Collar: S300 / S400 / Compound Class**

This is where things step up. Designed for higher horsepower combinations, this class allows larger single turbos and compound setups, giving racers the freedom to push performance while still staying rooted in real, functional truck builds. It's the next level of competition—faster, harder-hitting, and built for those chasing the edge.

Both classes are meant to reflect how these trucks are actually built and driven, putting real performance on display in a format that's unpredictable, competitive, and exciting every time down the track.

Both classes would have \$5,000 to win. - Every spot past 24 spots sold would be added at 50% of the cost of the ticket to increase the pot for the class. Max spots per class is 32 spots to have fun and be efficient.

At the end, the two winners can decide if they want to run a winner-take-all grudge race.

**2WD. No prep. Street tires. Leaving from a stoplight. Non-Boosted launches. Leave from idle.**

That's how we spend 99% of the time driving in our diesels, and that's exactly what this class is designed to showcase. How well your truck actually drives.

Winning in this class won't be about extreme peak horsepower. It will be about:

- Quick-spooling setups
- Linear, controllable power delivery
- Solid tuning
- Driver skill
- 650-750hp range to be competitive

To keep the competition close and accessible, **power restrictions and platform-specific handicaps** have been carefully implemented. The goal is to create a level playing field where **90% of diesel street trucks can realistically compete**, without one platform holding a massive advantage over the rest.

Stop light **street truck racing**, the way it should be. Non-Boosted 2wd Street Racing

- Non-boosted launch to highlight quick spooling setups
- Non-boost launch is safer in 2wd (should not launch hard or you will spin)
- 2wd no prep rewards better tuning, quicker spool, liner power, and good drivers
- 2wd gives a handicap to lower hp trucks that drive better on the street and punishes those who build a laggy setup with horrible tuning and giant injectors that drive like garbage but make a little more power. This allows racers to focus on winning a race because of a better driving experience. That is literally the point of this class

## **Average Joe / Blue Collar Class Rules &**

### **Vehicle Eligibility:**

Diesel vans, trucks, and excursions only. Must be a production truck that came from the factory with a diesel engine. No cars or car-based chassis conversions.

### **Weight:**

Minimum race weight: 7,000 lbs.

Max of 1500lbs of Ballast is permitted but must be securely bolted inside the bed at the very front

### **Fuel System:**

Single high-pressure injection pump only. No limitations on low-pressure (lift pump) systems.

### **Average Joe: Drop-In Turbocharger Rules:**

Single turbo only. VGT-equipped trucks must retain a VGT turbo.

No compound turbos unless equipped from the factory, no T4 swap kits, no S300 or S400 swap kits. Turbo must be a readily available drop-in style turbo that is purchasable by any entrant via online retailer. No custom one-off turbos. MAP groove must be smaller than 0.200 inches. No removable plugs or bushings; all must be permanently welded.

### **Turbo Size Allowances:**

**6.4L Power Stroke:** Stock-size billet wheels only.

**Common Rail Trucks (ie. Duramax, 6.7 Powerstroke, 5.9 & 6.7 Cummins):** 64mm drop-in turbo.

**6.0L Power Stroke and 12-Valve/P-Pump Cummins:** Up to a 68mm drop-in turbo

**7.3L Power Stroke and VP44 Cummins:** Up to a 68mm drop-in turbo

### **Blue Collar: S300/S400/Compounds Turbocharger Rules:**

**S300/S400:** 72mm max compressor wheel size

**Compounds:** 64mm HP with 76mm LP (If the truck came with a factory VGT it needs to be a factory VGT turbo and stay this. The reason for this is because lots of trucks do a compound over the top of their stock or stockish turbos) 6.4 trucks can run compounds or S300/S400 as long as they fit the requirements for sizing.

### **Chassis and Suspension:**

Full factory frame required. No back-half trucks.

No aftermarket **REAR** 4-link systems (factory 4-link systems allowed).

No rear coil over conversions permitted

Front 4 link and coil over kits are ok

**Allowed:** Modified stock suspension, Lift/Lowering Kits, CalTracs, rear traction bars, spring and shock changes. Modified radius arm front suspensions allowed on originally equipped trucks.

**Not Allowed:** Coil-overs, aftermarket 4-link, back-half conversions.

### **Idle / Launch RPM Rule (NEW)**

At the starting line, the truck must be in Drive and idling at no more than **800 RPM** prior to launch. This is intended to enforce a true non-boosted, street-style launch. Compliance will be verified during tech inspection, and officials may use engine sound and/or tach verification to confirm idle RPM. If it sounds excessive, it will be checked — simple as that. Failure to comply may result in disqualification.

### **Drivetrain:**

2WD only. 4WD trucks must remove the front driveshaft. **No exceptions.**

### **Transmissions:**

Trans swap ok

Manual valve body ok

No Trans brake

No Bump Box

No Line-Lock

### **Tires:**

Street tires only. Minimum 400 treadwear. **No slicks or drag radials.**

All other M/T, R/T, H/T, and A/T tires with greater than 400 treadwear are allowed.

### **Power Adders and Electronics:**

No water injection.

No methanol injection.

No propane injection.

No Nitrous Oxide

No aftermarket water-to-air intercoolers (exception made for 6.7 powerstroke, must retain drop in replacement parts that fit OEM location)

Factory ECU required. OEM ECU swaps allowed. No restrictions on tunes & tuners.

No standalone ECUs. No aftermarket traction control systems. Foot brake racing only.

No Nitrous - Fuel Only

### **Race Format:**

1/8 Mile

Instant Green (may use flashlights)

Non-boosted launch starts (2wd no prep, you don't want a burnout fest)

Cross Center is a loss

Leave Early You lose

**Single Burnout - No longer than 5 Seconds**

First one to cross finish wins

Single elimination, no buy-backs.

No time slips will be issued or displayed.

No prep surface. Racing will be held after the main event.

Heads-up racing with instant green start. (may use flashlight start)

Hot laps will happen so be prepared, street trucks should be able to hot lap all day

### **Protective Equipment:**

Due to the risk this class brings to the event we MUST do small things to protect folks. We require **all classes to run a helmet, long sleeve shirt, long sleeve, pants with close toe shoes but with this class we will require a fire jacket.**

### **Right to Protest:**

\$500 protest fee. If the protested truck is illegal, it is disqualified and protest money returned. If legal, the protested competitor receives the money.

### **Rules Interpretation Disclaimer:**

These rules are the only adjustments from the original design for the class to allow the S300/S400/Compound crowd to join. This is simply for fun, don't ruin the class by being whiny Karen's here. All rules from the original class apply UNLESS Specified above/below the S300/S400/Compounds wording.

This principle aligns with standard practices used by professional motorsports sanctioning bodies including, but not limited to, SCCA, NASA, NHRA, NHRDA, and FIA. For any additional clarification regarding the rules set forth for this class, please contact your preferred NHRDA point of contact.

**MUST HAVE A HELMET/LONG SLEEVE SHIRT/JEANS/CLOSE TOED SHOES. If you are racing in the Blue Collar Class you must have a fire Jacket.**

**MAKE SURE YOU FOLLOW THESE RULES PEOPLE!**