



CADILLAC V-RACING

2023 CLASS DESCRIPTIONS & RULES

Your total entry fee is determined by the number of classes you enter. EVERY DRIVER MUST ENTER AT LEAST 1 COMPETITION CLASS AND NO MORE THAN 2 COMPETITION CLASSES.

- 1) **Every registered competitor is REQUIRED to attend the driver's meeting at 9:30AM** in order to obtain your commemorative T-Shirt, tech card, vehicle# and lunch coupon. Every competitor who plans to compete in the Final 8 competition must also attend the **2nd driver's meeting at 2:45PM** to be matched with your 1st round opponent. Failure to attend the 2nd driver's meeting will result in automatic disqualification and the next E/T qualifier will be placed into your bracket position in the finals.
- 2) If you have entered a competition class, you qualify for the finals and for whatever reason decide you are not going to compete in the bracket finals in your class, i.e. your car broke or you need to leave early, you **MUST** notify the Race Director or another member of the Event Staff as soon as possible after making the decision. This will prevent you from being seeded in your class bracket and end up as a "no show" thereby preventing another potential driver who would have qualified to compete in the finals. Be respectful and notify the Race Director if you know you qualified for the finals and will not be competing regardless of the reason.
- 3) As long as a driver is competing in a Cadillac V-Series vehicle, he or she may also compete in a maximum of two classes per the following guidelines:
 - a. Cadillac Pro Street drivers may compete in the Extreme Street class as their 2nd class. Cadillac Pro Street drivers may also compete in a Cadillac V8 9.50 or V6 10.0 E/T restricted Street Racer class. However, if they qualify for the finals and "break out" because their E/T exceeds the allowed time during the bracket finals, they will be immediately disqualified. Cadillac Pro Street drivers and Cadillac Street Racer drivers MAY NOT compete in the V8 or V6 Daily Driver E/T restricted class.
 - b. Extreme Street Unlimited **Non-Cadillac V-Series** drivers are restricted to 1 class entry and may not compete in any other class of competition.
 - c. Cadillac V6 and V8 E/T restricted Daily Driver or Street Racer drivers may optionally compete in their respective Cadillac Pro Street classes as their 2nd class if they wish to do so.
- 4) The drag racing competition finals will be determined by the final 8 fastest vehicles in each class. The final 8 in all classes will be determined by "best E/T" time slips from the test 'n tune/grudge racing/qualifying session. If your best E/T is faster than your allowed class entry in either the Daily Driver or Street Racer class, you have the option to contact the Race Director and request that your vehicle be moved to the next class in order to ensure you do not "break out" in the finals.

- 5) All drivers are required to wear a helmet and long pants (no shorts) in all classes. Any vehicle running faster than **9.00 E/T MUST** have a minimum of a 4 point roll bar and the driver should be wearing a SFI approved fire suit, helmet and SFI approved gloves/shoes. This a private track rental event and although some NHRA safety rules are being applied, each driver is personally responsible for ensuring their own safety and that their vehicle will pass tech inspection.
- 6) All vehicles are required to have a current inspection sticker, be street legal. DOT tires are required in all classes except for the **Extreme Street Unlimited and Pro Street Top Gun** classes where slicks are allowed.
- 7) All vehicles competing in the **Daily driver** and **Street Racer** classes must be full OEM weight vehicles. Vehicle weight will be verified on the scales at the track. **No weight reduction allowed and no engine swaps.** Both **Daily Driver** and **Street Racer** classes must have a GM OEM engine with OEM superchargers or turbos. **Street Racer** class may have engine modifications including ported heads, ported superchargers, cam, pulley swaps, down pipes, headers, cat-back exhausts, meth injection and/or E-85 conversion.
- 8) All **Pro Street** and the **Extreme Street Unlimited** classes have no weight restrictions, power adder limitations or tire restrictions. Any engine, transmission, after-market turbos or superchargers, suspension modifications are allowed. If you have built and forged your engine, swapped your engine, have more than one power adder, i.e. supercharger or turbo charger + nitrous, **then these are the only two classes you may enter to compete in at the Cadillac V-Racing Invitational event.**
- 9) The True Street class is open only to vehicles manufactured after 2005 from among the following manufacturers: GM, Ford, Dodge, Audi, BMW, Porsche and Mercedes. Vehicles must be in OEM stock condition with street tires and **no modifications** other than exhausts and cold air intake.
- 10) Once registered to compete in a class, a driver may not change classes unless the Race Director is notified at least one hour before the Finals are set to begin at 3:00PM. If a driver realizes they have entered the wrong class and would like to move up or down to a different class, they may do so if the Race Director is notified and has agreed to your request for a class transfer. A competitor's best E/T from the test 'n tune/grudge racing/qualifying session will still apply towards their ranking and determine whether or not they qualify for the final 8 in their desired class.
- 11) Even if you have not notified the Race Director, if during the test 'n tune session you "break out" and run significantly (.5 seconds or more) faster than your registered class bracket E/T, the Race Director may deem it is necessary for you to be bumped to the next higher-level class to ensure fair competition. This may place you at the bottom of the ranking of the next higher-level class and possibly even prevent you from making the final 8 in your new class. Therefore, it is very important that you **MAKE CERTAIN** you register to

compete in the correct class based on your mods, horsepower level and driving skill. If you enter the correct class of competition, you will be competitive in your class among vehicles at similar power levels. If you are not certain what class to enter based on your level of horsepower and driving skills, contact the Race Director or another event staff member prior to the event date who will help you determine the appropriate class to enter.

- 12) Once the finals of each class begin, there will not be any cool down period between races. If you win, proceed back to the staging area to be paired up for your next race.
- 13) During the driver's meeting whoever is driving the registered vehicle is required to sign two waivers, one for the Cadillac V-Club and one for Texas Motorplex. No exceptions to this policy. The registered driver must sign the waiver. If you change drivers, then your new driver must return to the event check-in desk and sign two waivers.
- 14) Sponsors of the event are allowed to bring non-Cadillac V's of any year, make and model to make passes only during the Exhibition Test 'n Tune/Grudge Racing session.

COMPETITION CLASSES

Extreme Street Unlimited Top Gun (no E/T restriction, no weight or tire restriction, aftermarket blowers/turbos plus nitrous/meth injection allowed, transbrake, transmission swap OK. GM (Cadillac, Corvette, Camaro), Ford (Mustang), MOPAR (Dodge) vehicles manufactured after 2005 - Must be street legal and current inspection is not required) - \$1,500 payout to winner, \$750 to runner-up + Award plaques. Championship jacket to winner.

Cadillac V8 Pro Street Top Gun (CTS-V, CT5-V including Blackwing, no E/T restriction, no weight or tire restriction, aftermarket blowers/turbos plus 2 power adders allowed, i.e. nitrous and meth injection. Must be street legal and have a current inspection sticker.) - \$1,500 payout to winner, \$750 to runner-up + Award plaques. Championship jacket to winner. Cadillac V-Series vehicles only.

Cadillac V6 Pro Street Top Gun (ATS-V, CT4-V including Blackwing & V-Sport no E/T restriction, no weight or tire restriction, aftermarket blowers/turbos plus 2 power adders allowed, i.e. nitrous and meth injection. Must be street legal and have a current inspection sticker.) - \$1,500 payout to winner, \$750 to runner-up + Award plaques. Championship jacket to winner. Cadillac V-Series vehicles only.

Cadillac V8 Street Racer Top Gun (CTS-V, CT5-V including Blackwing E/T breakout 9.50, must have OEM supercharger (no turbos), may have engine modifications/swaps with 1 additional power adder, i.e. nitrous or meth injection. Must be street legal. Drag radials or slicks and weight reduction allowed) - Award plaques to winner and runner up. Championship jacket to winner. Cadillac V-Series vehicles only.

Cadillac V6 Street Racer Top Gun (ATS-V/CT4-V including Blackwing & V-Sport E/T breakout 10.00, may have OEM or aftermarket twin turbos, may have 1 power adder, i.e. nitrous or meth injection. Must be street legal and have a current inspection sticker. Drag radials or slicks and

weight reduction allowed) - Award plaques to winner and runner up. Championship jacket to winner. Cadillac V-Series vehicles only.

Cadillac V8 Daily Driver Top Gun (CTS-V, CT5-V including Blackwing E/T breakout 10.50, OEM engine, bolt-on engine modifications, must have supercharger (no turbos), no power adder (nitrous or meth injection), must be street legal and have a current inspection sticker, drag radials allowed but no slicks) - Award plaques to winner and runner up. Championship jacket to winner. Cadillac V-Series vehicles only.

Cadillac V6 Daily Driver Top Gun (ATS-V/CT4-V including Blackwing & V-Sport E/T breakout 11.00, OEM engine, bolt-on engine modifications, must have factory turbos, no power adder (nitrous or meth injection), must be street legal and have a current inspection sticker, drag radials allowed but no slicks) - Award plaques to winner and runner up. Championship jacket to winner. Cadillac V-Series vehicles only.

True Street Top Gun (Open to GM, FORD, MOPAR, BMW, MERCEDES, AUDI, PORSCHE vehicles manufactured after 2005, no drag radials, no slicks, no engine or major performance modifications allowed. Must have factory supercharger or turbos or be naturally aspirated with no other power adders. Must be street legal with all factory interior installed, no weight reduction, Catback exhaust upgrade and Cold Air Intake are the only mods allowed) - Award plaques to winner and runner up. Championship jacket to winner.

All Out Exhibition - Test 'N Tune Only - No competition in finals and no cash payouts or award plaques - "any and all mods allowed" but must be street legal otherwise NHRA rules apply and must pass tech inspection. Limited to 8 vehicles of any make or model by pre-approval and invitation only. You must request a registration code if you want to bring your vehicle out to make passes "for exhibition purposes only"

FREQUENTLY ASKED QUESTIONS

Q: How do I know what competition class to enter?

A: We offer 2 ET restricted classes for V6 and V8 Cadillacs plus a ET restricted True Street class. In addition, we offer 2 Pro Street and an Extreme Unlimited class which have no ET restriction. The rules are simple and are designed to keep the competition fair among each class. If you have never made passes at a drag strip and have no idea what your ET will be, enter the competition class based on your horsepower level, mods and tires. If you own a CTS-V and your horsepower is less than 700, you should enter the V8 Daily Driver class. If you own a ATS-V and your horsepower is less than 550, you should enter the V6 Daily Driver class.

Q: If my goal is to set a new record or achieve a new personal best ET, what class should I enter?

A: If your CTS-V or ATS-V is highly modified and you are concerned about breaking out during the TnT/Grudge Racing/Qualifying session or breaking out during the finals competition, then you definitely should enter the V8 Pro Street or V6 Pro Street class.

Q: What if I entered the wrong class and discover that my ET is lower than expected? For example, I entered the Street Racer class and I should be in the Daily Driver class based on my best ET during the TnT/Grudge Racing/Qualifying session.

A: If your CTS-V or ATS-V is highly modified and you are concerned about breaking out during the TnT/Grudge Racing/Qualifying session or breaking out during the finals competition, then you definitely should enter the V8 Pro Street or V6 Pro Street class.

Q: If I own a Cadillac V-Sport twin turbo or a Cadillac CT6-V with a V8 twin turbo with the Blackwing engine, which competition class should I enter?

A: You should enter the Daily Driver V6 class since based on your horsepower level you will not run faster than 10:50.

Q: What tires are allowed?

A: Drag radials and Road Racing tires (Hoosier R67/R7) are allowed in any class except for True Street. For example, the common brands that offer drag radials and road racing tires are Hoosier, Toyo, BF Goodrich, Mickey Thompson and M&H. No slicks allowed in the Daily Driver classes.

Q: What helmets are allowed?

A: A helmet is required for all competition classes. Helmet must be SA2010 certified or DOT certified. DOT approved Motorcycle helmets are OK for this event but not recommended.

Q: Is a current state inspection sticker required?

A: Your vehicle must have a current inspection tag and be licensed for the street in all competition classes EXCEPT the Extreme Unlimited, Pro Street and Exhibition classes. If your State of residence does not require an inspection sticker, your vehicle still must be "street legal" per your state regulations unless you are competing in the Extreme Unlimited, Pro Street or Exhibition classes.

Q: Is a fire suit or SFI certified racing jacket and gloves required for each registered driver?

A: If your vehicle runs faster than a 9.00 E/T, SFI certified racing jacket (or full fire suit), gloves & racing shoes, roll bar or cage and racing harness/restraints are required. This is a private rental and we are not enforcing the NHRA safety rules but the rules are for your safety and the ultimate decision is yours. You will be signing a waiver that you clearly understand the use of adequate safety equipment is YOUR responsibility. Every competitor must wear long pants in all classes.

Q: Will race fuel/methanol/ethanol be available at the track?

A: You can pre-order fuel by contacting Central Speed Shop at 405-728-0621. CSS will be onsite with their trailer and will have parts, accessories and fuel available for you to purchase. CSS is an authorized distributor of Renegade Fuels who is our official fuel supplier for this event.

Q: Will ice be available to purchase at the track?

A: Yes, but it is fairly expensive so we recommend if you have an ice tank in your V to

help keep the IAT's down, bring plenty of ice and purchase it before you arrive at the track.

Q: What waivers do I sign and do my guests need to sign waivers?

A: Every competitor (driver) must sign two waivers, a V-Club waiver and the Texas Motorplex waiver. Print, sign and bring the V-Club waiver form to the registration desk. Each driver and their guests will be required to sign the Texas Motorplex waiver on the date of the event at the venue.

Q: If I am only a spectator or if I am bringing guests with me, is a spectator fee required?

A: All Cadillac V-Club members will receive free spectator general admission and VIP parking as long as they RSVP register in advance to attend the event. Every competitor who is a non-member of the Cadillac V-Club receives one free spectator/pit crew general admission entry. Any additional guest names must be on the pre-paid spectator RSVP list otherwise your guests will be required to pay the spectator fee of \$20.00 per person at the gate.