



A Drag Race series run by Racers for Racers

1955-1975 Junior Stock, Stock, Super Stock, AFX, AFB welcome.

All UNSS races are held at Cecil County Dragway Rising Sun Md.

For rules & schedule see our Facebook page @ United Nostalgia Stock

Superstock, (request a Facebook membership)

Contacts Dan Woods 610-223-1013 danawoods1@aol.com Lance Keen 443-309-1398



2020 UNSS Schedule

Sat April 11

Sat. May 16

Sat. June 13th (Mid Atlantic Nostalgia Drags and Car show)

Sat. June 20

Sat. July 11

Sat. July 25

Sat August 8

Sat. August 29

Sat. September 12

Sat. October 24

Special Thanks to all our sponsors

Black Horse Auto Body in Plymouth Meeting Pa.

Cold Case Radiators Hatfield Pa.

D&W Motorsports Custom Powder Coatings Gilbertsville Pa.

Tri-County Performance and Chrome Speed Shop Pottstown Pa.

T.P. Trailers Inc. for your trailer needs Limerick Pa.

Hoopes Fire Prevention Newark DE. Fire Extinguishers, Lighting, Restaurants Systems



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United Nostalgia Stock/Superstock Rules.

Rev.D Jan. 1,

2020

1. If time allows there will be a driver/crew meeting prior to first round of qualifying. Attendance is NOT mandatory but suggested especially if you are new to the series. Listen for track announcements for when and where.
2. Cars that qualify to run this series must be American made production vehicles, between 1955 and 1975. Cars must use engines consistent to manufacturer. (Ford/Mercury must have Ford engines; Chevrolet – Chevy engines; Plymouth and Dodge – Mopar engines; Pontiac – Pontiac engines etc. etc.). Both big and small block engines allowed. Internal engine modifications allowed.
3. Cars must appear “PERIOD CORRECT” to the following classes: Stock, Super/Stock, Factory Experimental (F/X), Altered Wheel Base (AWB), and Junior Stock. Minor body modifications are allowed, such as “cowl” type hoods, period correct fiberglass body panels, and period correct hood scoops. **Pro stock, Snorkel or tunnel ram hood scoops are NOT acceptable.** All cars must retain factory correct appearance, including bumpers, grilles, head and tail lights, etc. Said items can be of fiberglass/lightweight material (matching original pieces). Covers or screens over the head light openings are acceptable. There must be an external door handle on both sides of the car per N.H.R.A. regulations. All cars must be naturally aspirated. (i.e. NO superchargers, turbochargers, nitrous oxide, or other power adders are allowed.) PERIOD CORRECT appearing port-style fuel injection allowed on F/X and AWB cars only. FULL tube chassis cars are strictly prohibited.
4. All cars, drivers, and driver’s safety equipment must meet N.H.R.A. regulations, and pass technical inspection at racetrack. Throttle stops, delay boxes, stutter boxes, cross over boxes are strictly prohibited, if these items are in your car they **CANNOT** be used. Trans brakes are acceptable along with two steps for automatic and stick shift cars.
5. Something new has been added to the starting system it is known as “Tru Start”. Instead of the first to red light being the loser, the system will pick the worst red light (if **BOTH** cars go red), and the score board will show the winner of the run. The tree at the starting line will be red in both lanes. There are times it can get confusing feel free to ask any track official to clarify it to you.
6. All competitors will report to appropriate staging lanes promptly when called. All races will be run using a .500 sportsman full tree. Qualifying positions will be determined by driver’s best reaction time recorded during qualifying rounds. “Deep staging” is NOT allowed. If your car is deep staged during qualifying or eliminations (turning the pre stage or top staging light off) as the starter activates the switch your side will go immediately red, and no elapsed time will be recorded (This is known as the “Blue Light Setting”)
7. Drivers will select their “dial-in” for eliminations (i.e. 10.26, 13.57, 8.96, etc.). “Dial-ins” can be changed between rounds. “Dial-ins” must be posted on passenger side of the windshield and passenger side window that faces the tower at a minimum. “Dial-ins” must be clear and legible for tower and track personnel to enter your correct dial-in. Dial in’s cannot be changed once vehicle is past the “ready line” (prior to the water box) during eliminations. “Dial-in” limited to 14.00 and lower (faster). All drivers **MUST** verify that “their” correct dial-in is on the score board or the indicator behind the starter before pre-staging. Once you stage your car the dial-in on the score board or the indicator behind the starter is yours whether it’s the correct one or not. There will be **NO** reruns because an incorrect dial-in was entered. A suggestion to all drivers, enter your dial-ins to the second decimal place (example 10.12, 9.40, 10.40).
8. Eliminations will begin with random pairings. The “number one qualifier” (best reaction time in qualifying) will receive the “bye” run if there is an odd number of competitors, and lane choice if there is an even number of cars for first round of eliminations. In subsequent rounds the competitor with the best reaction time in the

previous round will receive the bye run if there is an odd number of cars and lane choice if there is an even number of cars. The number one qualifier or the competitor with the best reaction time in the previous round will be pulled aside by track officials and will race the last car in line if there is an even number of cars. You will only get one bye run per race. Random pairings will continue each round until the field is reduced to eight or less cars. At eight or less cars, the pairings will be run on a sportsman ladder. The ladder is based on the previous run order and is generated by the computer in the tower.

9. Acceptance for participation and competition is based solely on the Event Director's discretion.

Inappropriate or indecent conduct will not be tolerated. This series was created based solely on the idea of having fun, "Run By Racers For Racers." So let's all have fun and be safe, out there. Let's race our toys and have fun!!