

275 DRAG RADIAL

Class Overview

Drag Radial is designed for small block and big block single power adder powered vehicles using street-type D.O.T. radial tires. All engine types are permitted a maximum of 588 cubic inches.

Qualifying Information, Ladder Type, & Tree

All Run, NHRA Sportsman Ladder, Pro .400 tree, Heads-Up.

Accepted Products Deadline: NMCA will accept requests from manufacturers to have new products considered for addition to 2013 accepted lists only up until November 10, 2012. After this date, NMCA will consider manufacturer requests for new products for the 2014 season.

Weight Breaks:

POWER ADDER	BASE CI	WEIGHT
Naturally Aspirated SB	440	2600
NA BB (Conventional Head)	588	2900
NA BB (Conventional, Head Tall Deck)	588	2950
Turbocharged – 85mm	365	3350
Turbocharged – Garrett GT47\88, Turbonetics HP\88, & Precision HP\8847H	365	3175
Turbocharged- GT55-88, Pro Mod 88, & Exile 88.	365	3350
Supercharged F1C	365	3000
Supercharged	365	3250
Nitrous Oxide	365	2525
Nitrous Oxide	415	2725
Nitrous Oxide	440	2950
Nitrous Oxide Short Deck	588	3250
Nitrous Oxide Tall Deck	588	3400

Maximum cubic inch – 588.

Forced Induction entries without intercooler may deduct 200 lbs. from vehicle weight.

291 C.I. Modular equipped entries may deduct 50 lbs. from base weight.

Ladder Bars Permitted add 50 lbs.

Dry Sump oil systems add 25 lbs.

Buick/Olds/Pontiac- Nitrous combos will be 3250 and not exceed 588ci.

Small blocks NOS with one single stage of nitrous deduct 50lbs

Small blocks NOS only with 23 degree Chevy, 20 degree Ford and 18 degree Mopar heads deduct 100lbs

Cylinder Heads on List section 1.17 deduct 100 lbs. All others run at base weight. Unless listed different.

Super Chargers with a 4.1 inch or larger volute inducer bore ID must add 75lbs to base weight.

Note: 2 lbs/cu in penalty applies for cubic inches over base weight break limit. (Maximum cubic inch still applies)

Note: All weights are with driver & rounded down to the five-pound increment. Ex: A calculated weight of 2968 would be required to weight 2965 lbs. with driver at scales.

CLASS RULES, DRAG RADIAL

1: ENGINE

1.1 COOLING SYSTEM

RADIATOR: Not Required. Stock upper radiator core support is required in stock location. Lower core support may be removed.

WATER PUMP: Any permitted.

COOLING FANS: Any permitted.

1.2 ENGINE

ENGINE: Engine limited to 302, 351, and 4.6L/5.4L Modular engine types, Small Blocks are allowed any deck height. GM blocks are limited to a 10.2 deck height. Ford Big Block are limited to a 10.3 deck height. Mopar big block limited to 10.7 deck height. Any accepted engine combination permitted in any accepted body style. Engine swapping permitted during event.

1.2a) ENGINE DRIVE BELT SYSTEM: Any permitted.

1.3 EXHAUST

EXHAUST: All entries allowed to use tubular headers. Adapter plates permitted to bolt headers to cylinder head. Exhaust must be directed out of car body, away from driver and fuel tank. All exhaust gases released from engine must pass through entire exhaust system. Mufflers are not required on wastegate outlets.

1.3a) **HEADERS & COLLECTORS:** Any headers and/or collectors permitted.

1.3b) **EXHAUST TUBING/SIZE:** Any tubing size permitted.

1.3c) **TAILPIPE & EXHAUST RULES:** Full exhaust not required.

1.3d) **MUFFLER REQUIREMENTS:** Commercially available (generally available through retail locations) mufflers required. A maximum of two (2) mufflers is allowed. A maximum of one (1) inlet and one (1) outlet is permitted. Not required on turbocharged entries.

1.5 a) FUEL-DELIVERY SYSTEM

DELIVERY SYSTEM: Electric or mechanical fuel pumps permitted. Pressure regulators and any line size permitted. All fuel lines must originate and return to a single, non-segmented, fuel cell or OEM fuel tank. Fuel pump must shut off with a master electrical switch. Any method of artificially heating or cooling fuel prohibited (cool cans, ice, wet rags, Freon, etc.). A valve for removal of fuel (gasoline) during technical inspections is mandatory. Valve must be installed between carburetor/injection and regulator, and should be installed in such a manner that allows a cup to be placed to catch fuel removed from the line. Exit of valve should be capped or plugged in addition to being closed for added safety.

Aftermarket/fabricated fuel tank or cell permitted. Must be located outside driver's compartment and inside bodylines. If tank or fuel filler is inside trunk, a bulkhead of minimum .032" aluminum or .024" steel must be used between trunk and driver compartment, and tank must be vented to outside of car. When used, fuel cells must have a metal box protecting the part of the fuel cell that is outside the trunk floor. Non-metallic fuel cells or tanks must be grounded to frame. See NHRA General Regulations Section 1.5.

1.5B) **NITROUS OXIDE DELIVERY SYSTEM:** Any method of artificially cooling the nitrous line is prohibited (cool cans, ice, Freon, etc.).

1.6 GASOLINE

GASOLINE: Gasoline as outlined here is the only acceptable fuel for use in this eliminator. The NMCA reserves the right to check gasoline at any time during competition. Gasoline, as defined by the NHRA rulebook, is a mixture of hydrocarbons only.

1.6a) **SPEC FUEL:** Not required.

1.6b) **NITROUS OXIDE**

NITROUS OXIDE: Any NMCA accepted single nitrous systems permitted. Small block combinations may run any type nitrous oxide multi stage system. Big Blocks are limited to a single nitrous system (Single stage fogger is permitted, or a single plate is limited one Fuel, one nitrous, and purge solenoid. Purge must exit the engine compartment. The use of agents other than nitrous oxide as part of, or mixed in, the system are prohibited. Nitrous oxide may not be used in conjunction with any other power adder. If entry is entered as a non-nitrous entry, all solenoids, lines, fittings, and bottles must be removed prior to technical inspection and any competition runs. Nitrous oxide systems must use gasoline only for the fuel enrichment circuit. One continuous, uninterrupted (no coiling) nitrous line permitted from nitrous bottle to engine. One valve between bottle and engine permitted. Maximum length of nitrous supply line from bottle to nitrous supply solenoid is 15ft. Line from valve to engine must be dead line. (Dead Line is a line that cannot store or hold nitrous oxide when the nitrous oxide system is not in use.)

1.6c) **NITROUS PUSH SYSTEMS**

PUSH REGULATIONS: Push systems are permitted. Push systems may only use air as a propellant. Air cylinders must be D.O.T. approved and rated for vehicle transport. Air cylinders must be securely fastened in the vehicle in accordance with NHRA & IHRA safety regulations. All other components of the system must comply with applicable NHRA regulations.

PURGE: Nitrous purge systems permitted.

1.9 OIL SYSTEM

OILING SYSTEM: Any permitted.

OIL RETENTION DEVICE: Required. Device may be custom-built ballistic blanket-style or metal-style (i.e., bucket) device. Metal pan may be no longer than the engine from the front of crank shaft to the rear of the flywheel. Pan must be inside the frame rails and fabricated to retain oil/liquid. Pan must attach to the frame via conventional fasteners or straps. Pan must be a minimum of 3 inches above ground.

1.10 SUPERCHARGER

ROOTS TYPE SUPERCHARGER: Prohibited.

SINGLE CENTRIFUGAL SUPERCHARGER: Any single commercially available centrifugal racing supercharger permitted that fits the following criteria: Volute housing Inlet diameter - external OD 5" maximum, Housing inducer bore inside diameter 4.20" maximum, impeller wheel exducer diameter .600" maximum, discharge diameter - external discharge diameter 3.5" maximum, housing diameter (greatest external diameter of housing not to include discharge) - 11.0" maximum. Impeller wheel and housing may not be stepped, clipped or notched. Housing must maintain a continuous contour feature from the housing inducer bore to the exducer outlet. Super Chargers with a 4.1 inch or larger volute inducer bore ID must add 75lbs to base weight. Multi-staged supercharged induction systems are prohibited.

1.10a) **PULLEYS/BELTS/GEAR:** Cog belt, serpentine belt, and gear drive systems permitted.

1.10d) COMPRESSOR WHEELS: Supercharger compressor wheel must be constructed of cast or billet aluminum and must be NMCA accepted for the specified supercharger unit. Exotic material wheels prohibited.

1.10e) Superchargers are permitted a single forward facing inlet source (ie. such as through the front grille, front valence, or any other front facing inlet).

BLOCK: Any Ford type 302/351 or 4.6L/5.4L based engine block permitted. Billet blocks prohibited. Block must maintain Ford OEM bore spacing, deck heights, and FORD OEM crankshaft spacing for engine type used. Deck spacers (extensions) prohibited.

1.16 ENGINE LOCATION/MOUNTS

ENGINE LOCATION: Engine location may be altered from stock; however no part of engine or heads may contact firewall. Engine plates and solid engine mounts permitted.

1.17 CYLINDER HEADS

GENERAL GUIDELINES:

TYPE HEADS: Only commercially available cast aluminum or cast iron, two-valve per cylinder heads permitted. Billet, one-off, custom and/or fabricated heads prohibited. Cylinder heads must be overhead valve single spark plug per cylinder design.

1.17a) HEADS, PERMITTED: Original manufacture, generally available heads, accepted by NMCA, permitted. Spark plug placement and depth must remain stock. Billet, one-off, custom and/or fabricated heads prohibited.

1.17b) HEADS, MASS PRODUCED: Only mass produced, commercially available NMCA cast aluminum or cast iron small block cylinder heads permitted. Low volume, one off, aluminum cylinder heads prohibited.

1.17c) HEADS, PORTING: Permitted.

1.17d) HEADS, WELDING/EPOXY: Permitted

1.17e) HEADS, VALVES: Any valve permitted.

1.17f) HEADS, MILLING: Permitted

1.17g) HEADS, PUSHROD SLEEVES: Permitted.

1.17h) HEADS, COMBUSTION CHAMBER VOLUME: No regulations limiting combustion chamber volume.

1.17i) HEADS, PORT PLATES/ADAPTER PLATES: Permitted.

1.17j) VALVE JOB: Any valve job permitted.

1.17k) CYLINDER HEAD WEIGHT BREAK LIST: These cylinder heads may deduct 100 lbs from base weight. All other cylinder heads run at base weight

Small Block Ford

- Ford OEM Windsor 289/302/351/5.0 & Cleveland 2 bbl. & 4 bbl.
- Ford OEM 2V, 3V, and 4V
- FRPP 4.6 2V, 3V & 4V Cylinder Heads
- FRPP GT-40, GT-40P, GT-40X, GT-40Y, J302, N351, V351, Z304
- Air Flow Research 165, 185, 205, 225
- Brodix ST 5.0, ST 5.0R, Track 1, T1, Track 1X
- Brodix ST 5.0 Aluminum Cylinder Heads, PN# ST 5.0, ST 5.0R
- Canfield PN# 18-350, 20-450, 20-475
- Canfield 20 Degree 197 cc, PN# 20450
- Edelbrock Performer & Performer RPM PN# 60329, 60359, 60279, 60229, 60259, 60269
- Edelbrock Victor Jr. A/C and CNC PN# 77169, 77179, 77189, 77389, 77399, 61269, 61279, 61309
- Edelbrock Victor A/C & CNC & Glidden PN# 77219, 77289, 77299, 77099, 61099, 61299
- Edelbrock RPM Performer PN#51259XT
- Edelbrock E Street PN#5023
- Edelbrock E Street PN#5025
- Holley 5.0, PN# 300-573, 300-574, 300-575, 300-576, 300-577, 300-578, 300-579
- Trick Flow Specialties "Street Heat" Head, Twisted Wedge, Std. & R, Track Heat
- Trick Flow 4.6 2-Valve PN# 51910001-M38 & 51910002-M44
- World Products Roush 180, Roush 200, Windsor Jr. & Windsor Sr.
- World Products Man O' War 023005, 023010
- Dart Pro 1 A/C & CNC 170cc, 195cc, 210cc, 225cc
- RHS 180cc, 200cc & 215cc (Iron & Aluminum)

Big Block Ford

- Ford Factory OEM Iron & OEM Aluminum (2 bbl. & 4 bbl.)
- Ford 429/460 Aftermarket Cobra Jet Cylinder Heads
- Blue Thunder 460 "OEM Cobra Jet Style" Only. THOR & Other Versions Prohibited.
- Blue Thunder FE #CHFE-(LB-LBOE-SB-SBOE)
- Trick Flow A-460 – PN# TFS-21002, 5441B001, and 5451B001

- Edelbrock Performer RPM 460, Performer RPM 460 CJ, Victor Jr. 460
- Edelbrock FE390-428 (Edelbrock on end) # 60059, # 60069, # 60089, # 60079
- Edelbrock FE390-428 (NHRA on end) # 60057, # 60058, # 60087

Small Block Chevrolet

- Chevrolet Factory OEM Iron & OEM Aluminum
- CFE BMF RR10 & RR230 Version Only – 23 Degree
- All Pro RR-245, 23 Degree, Standard Version
- All Pro LS1-LS6 Hurricane Heads – 15 Degree Only
- Pontiac 867, 23 Degree, Raised Runner, Standard Version
- Edelbrock Performer, Performer RPM, E-Tec 170cc & 200cc
- Edelbrock Victor Jr. & Victor & CNC, 23 Degree, Standard & Raised Runner
- Edelbrock Victor Part # 77559 23 degree Raised Runner head
- Edelbrock/Lingenfelter LS1 Head
- Edelbrock PRM XT PN#51899
- Edelbrock LS1\LS2 RPM PN#61899 *15degree only
- Edelbrock LS1\LS2 RPM XT PN#61949 *15 degree only
- Edelbrock E Street PN#5073
- Edelbrock E Street PN#5089
- ET Performance LS1 215, 225, 245 & 255
- Air Flow Research 180,190,195,210,220,227cc Street, Racing & Raised Runner Head
- Air Flow Research 180cc LT 1, 195,210,220,227CC LT4, 215CC LT4RR, 205,225 LS1
- Brodix, RR 180, ST, (WPSY, T1, T1X, 8, 8 Pro, 10, 10X, 11, 11X, Standard & Raised Runner)
- Dart Iron Eagle 165cc thru 230cc, Race Series 220cc, Pro 1 200cc thru 230cc
- Canfield 23-500 – 23 Degree, 23-600 – 23 Degree
- Trick Flow – 23 Degree
- GMPP 23-Deg Fast Burn Heads, # 12467713, Bowtie Std & Raised #10051101, 12480034
- GMPP LSX L92 PN#19201807
- GMPP LSX LS3 PN#19201805
- GMPP LSX LS7 PN#19201806
- GMPP LSX LS9 PN#19203963
- World Products S/R Torquer, Sportsman II 200 cc Iron & Alum
- World Products Motown 205 cc & 220 cc Iron & Alum
- (RHS)Pro Top Line Pro 23 Degree Iron & Alum Std & Raised Runner –215, 222, 256, 222, 256cc
- (RHS)Pro Top Line 23 Degree Pro Lightning 180, 200, 223, 228, 242, 235cc Iron & Alum
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Chevrolet Big Block

- Chevrolet Factory OEM Iron & OEM Aluminum
- CFE/BMF 350cc Big Block Chevrolet
- Brodix BB-1, BB-1 OEF1, BB-2, BB-2X, BB-2 Extra, BB-2 Plus, BB-3
- Edelbrock Victor & Victor CNC, Edelbrock Victor Jr. CNC Oval & Rect
- Edelbrock Performer RPM 454-O, 454-O, 454-R
- Edelbrock Victor 24-degree Rectangular Port #77419, #77409
- Edelbrock RPM XT Rectangle PN#51539
- Edelbrock RPM XT Oval PN#51459
- Edelbrock Victor PN#61409
- Edelbrock Victor PN#61419
- Edelbrock Victor PN#77609• Dart Pro 1 310 cc thru 355 cc, Race Series 265 cc thru 360 cc
- Canfield Big Block Chevy 24.5-800, 24.5-900
- GMPP Signature Series BB Heads cast # 12363401, 12363391
- Air Flow Research 265, 290, 305, 315, 325, 335, 345, 357, Oval, Rect & CNC Port
- World Products Merlin II Oval & Rect Port 269, 320, 345, 305, 350 Iron & Alum
- (RHS)Pro Top Line Pro Thunder 320, 360 cc Alum & Iron

Chrysler Small Block

- Chrysler Factory OEM Iron & OEM Aluminum
- Indy 360-1, 360-2
- Mopar Performance W2, W5, W7
- Edelbrock Performer RPM, RPM 340

- Edelbrock Performer RPM Magnum PN#61796
- Edelbrock Performer RPM Magnum PN#61779
- Brodix B1-BA, B1-BA/MC
- Bulldog Performance Chrysler B/RB Heads

Chrysler Big Block

- Chrysler Factory OEM Iron & OEM Aluminum (non Hemi style).
- Brodix B1-BS (Not B1)
- Brodix B1 (original, non-"MC" or "TS")
- Edelbrock Performer RPM 440
- Edelbrock Victor PN#77919
- Edelbrock Victor PN#77929
- Edelbrock Victor PN#77939
- Edelbrock Victor PN#77949
- Indy 440-1, 440-C, SR
- Bulldog Performance Chrysler B/RB Heads

Oldsmobile

- Olds Factory OEM Iron & OEM Aluminum
- Batten Small Block Olds Performance W2
- Edelbrock Performer RPM Big Block
- Edelbrock Performer RPM PN#60517 NHRA
- Bulldog Performance Oldsmobile Heads

Pontiac

- Pontiac Factory OEM Iron & OEM Aluminum
- Edelbrock Performer RPM Big Block
- Edelbrock Performer RPM PN#60587 NHRA
- Wenzler Series II (Not Super Chief)

Buick

- Buick Factory OEM Iron & OEM Aluminum
- TA Performance Stage 1,2,3,4
- Bulldog Performance Buick Heads
- Edelbrock Performer RPM PN#60039
- Edelbrock Performer RPM PN#60049

AMC

- AMC Factory OEM Iron & OEM Aluminum
- Indy 401-SR, 401-1
- Edelbrock Performer & Performer RPM PN#60109
- Edelbrock Performer & Performer RPM PN#60119
- Edelbrock Performer & Performer RPM PN#60129
- Edelbrock Performer & Performer RPM PN#60139

Note: Stock factory OEM heads are those cylinder heads that are factory production line installed on production vehicles as recognized by NHRA.

1.18 VALVETRAIN

- 1.18a) CAMSHAFT: Any permitted.
- 1.18b) LIFTERS: Any permitted.
- 1.18c) LIFTER BORES: Lifter bores permitted to be bushed.
- 1.18d) VALVE LOCK: Any permitted.
- 1.18e) RETAINERS: Any permitted.
- 1.18f) ROCKER ARMS: Any permitted.
- 1.18g) CAMSHAFT DRIVE SYSTEM: Any permitted.
- 1.18h) REV KITS: Any permitted.
- 1.18j) PUSHRODS: Steel is only accepted material. Composite pushrods prohibited.

1.19 CARBURETORS

CARBURETORS: Maximum of one 4 barrel or SVI Style permitted.

1.19a) CARBURETOR MODIFICATIONS: Any Permitted.

1.20 FUEL INJECTION

FUEL INJECTION: Any accepted fuel injection engine control system permitted. Fuel injection must be electronic. Only mass-produced, commercially available throttle bodies permitted. Single throttle body permitted.

1.20a) MASS AIR SIZE & TYPE PERMITTED: Any permitted.

1.20b) FUEL INJECTOR SIZES & TYPES: Any size/type fuel injector permitted.

1.21 INTAKE MANIFOLD

INTAKE MANIFOLD: Cast aluminum, Cast Manifolds must be commercially available and mass-produced. Sheet-metal/fabricated intakes are prohibited. [5.4 and 4.6L 2.3.and 4-valve Modular combinations are permitted to use sheet metal/fabricated intake manifolds.](#)

1.22 SOLENOIDS

SOLENOIDS: Number of solenoids not restricted.

1.23 TURBOCHARGERS

Only one turbocharger permitted. Turbochargers are permitted a forward facing inlet source (such as through the front grille, front valence, etc). All air entering the turbocharger must pass through the turbocharger inlet. Injection of any liquid, gas, or any other substance into the inlet or exhaust housing is prohibited. Turbocharger compressor wheel must be constructed of cast or billet aluminum only; Exotic material wheels prohibited. Compressor wheel and housing may not be stepped, clipped or notched to meet impeller tip-to-tip dimension (.500-inch will define the tip of the impeller wheel); the contours must be continuous features from the inducer to the wheel exducer. Inlet reducers prohibited.

SINGLE TURBOCHARGER: Accepted single turbochargers are permitted with the following requirements: Turbocharger must be of conventional impeller and housing design and type. The GT55-88, Pro Mod 88, & Exile 88 are the only accepted large frame turbochargers.

Turbocharger is limited to a choice of two different turbochargers (at two weight breaks):

[a] Maximum size of 85.0 mm /3.346" inducer wheel diameter at the point where the leading edge of the compressor wheel meets the inlet housing. Inlet housing is permitted a maximum inlet diameter of 3.426" where the leading edge of the compressor wheel meets the housing.

[b] Maximum size of 88.0 mm /3.464 - maximum size of 88.0 mm /3.464" – inducer wheel diameter at the point where the leading edge of the compressor wheel meets the inlet housing. Inlet housing is permitted a maximum inlet diameter of 3.544" where the leading edge of the compressor wheel meets the housing.

1.24 AFTERCOOLER/INTERCOOLER

AFTERCOOLER/INTERCOOLER: One and only one aftercooler/intercooler permitted. Air-to-air or air-to-water/ice are the only systems permitted. Water and/or ice are the only components permitted in the reservoir.

1.24a) AFTERCOOLER/INTERCOOLER LOCATION: There are no restrictions as to location of aftercooler/intercooler.

1.25 POWER ADDERS

POWER ADDERS: Any single power adder (nitrous oxide, supercharger, turbocharger) permitted with engine combination. See sections 1.6, 1.10, & 1.23.

Water injection is prohibited.

1.26 CRANKSHAFT

CRANKSHAFT: Cast iron or steel crankshaft required. Composite and/or multi-piece crankshafts prohibited.

1.27 CONNECTING RODS

CONNECTING RODS: Any steel, aluminum, or titanium connecting rods required. Composite connecting rods prohibited.

1.28 HEAD GASKETS & QUENCH AREA

HEAD GASKETS & QUENCH AREA: No restrictions.

1.29 PISTONS, PINS, RINGS

PISTONS, PINS, RINGS: Any piston, pin, ring combination permitted.

1.30 BOOST CONTROLLERS

BOOST CONTROLLERS: Electronic or automated boost controllers permitted. Boost controller, whether electronic or manual, must be a standalone device and may not be incorporated into any traction control system (or engine control feedback loop) of any type. Blow-off valve, regulators, and associated tubing and hardware must be contained within the engine compartment. CO2 bottles utilized to control waste gate functions may be contained within interior.

1.31 WASTEGATE & PRESSURE REGULATOR

WASTEGATE & PRESSURE REGULATOR: Any permitted. Mufflers are not required on wastegate outlets.

BOOST BYPASS/BLOW OFF VALVES: All boost bypass valves & blow-off valves must be contained entirely in the engine compartment.

1.32 VISIBLE COATINGS

VISIBLE COATINGS: Visible coatings are permitted. **1.33 "O" RINGING OF BLOCK**

"O" RINGING OF BLOCK: Permitted.

2: DRIVETRAIN

2.3 CLUTCH

CLUTCH: Prohibited.

2.4 DRIVESHAFT

DRIVESHAFT: Any permitted.

2.11 REAREND

REAREND: Any automotive type rearend permitted.

2.12 MANUAL TRANSMISSIONS

MANUAL TRANSMISSION: Prohibited.

2.13 PURPOSE BUILT TRANSMISSIONS

PURPOSE BUILT TRANSMISSIONS: Prohibited.

2.14 AUTOMATIC TRANSMISSIONS

(OEM American transmissions or replicas of OEM American transmissions that use planetary gears)

AUTOMATIC TRANSMISSIONS: Any OEM American automatic transmission or a replica of an OEM American automatic transmission that uses planetary gears and torque converter permitted. Transmission-to-engine adapters are permitted.

Lock-up transmissions/torque converters permitted only in transmissions that came OEM-equipped (ex: AOD, AOD-E).

Trans brakes permitted. Automatic transmission entries run at listed base weights. Pneumatic, electric, hydraulic, etc.

shifters permitted. Any gear change must occur as a result of an internal function of the transmission or from direct action by the driver. Clutch not permitted with this type of transmission.

3: BRAKES & SUSPENSION

3.1 BRAKES

BRAKES: All cars must have front and rear hydraulic brakes. Automated brakes or any type of traction control is prohibited. Application and release of brakes must be a function of the driver's foot. Line loc permitted on front wheels only. Any other electric, pneumatic, or hydraulic device in the system is prohibited.

3.2 SHOCK ABSORBERS

SHOCK ABSORBERS: Each vehicle in competition must be equipped with one operative shock absorber for each sprung wheel. Shock absorbers may be either hydraulic or friction type, securely mounted and in good working order.

3.3 STEERING

STEERING: Any Permitted.

3.4 SUSPENSION, FRONT

FRONT SUSPENSION:

3.4a) K-MEMBERS: Aftermarket K-Members permitted

3.4b) STRUT TOWER: Factory strut tower required. No modifications may be made to the strut towers other than the following: 1) roll bar or roll cage may be welded to the strut towers for safety purposes 2) clearancing of strut tower permitted for supercharger tubing.

3.4c) STRUT TOWER/UPPER SHOCK MOUNTING POINTS: Factory OEM strut tower required. For 1978 & earlier model years, OEM strut tower/shock tower may be removed in lieu of installing/using commercially available suspension kit (i.e., Heidt, Fatman, etc). Other sections of front suspension rules must be adhered to.

3.4d) CONTROL ARMS: OEM or tubular stock type control arms required which are attached in stock location.

3.4e) SHOCKS/STRUTS: OEM or aftermarket style shocks/struts & springs required in stock location. Shocks must be stand alone and may not be adjustable during run via any means.

3.4f) SPRINGS: Aftermarket springs permitted.

3.4g) COIL OVERS: Coil over shocks and struts permitted. Stock OEM mounting location required.

3.4h) CAMBER PLATES: Bolt on type camber plates permitted. Bolt on plate may be tack welded to strut tower to prevent movement (maximum 2.00-inch), otherwise welding prohibited. Camber plate may only be attached to top flat portion of strut tower. Attachment to any other structure prohibited.

3.4i) SPINDLE: Spindle-mount Permitted

3.4 SUSPENSION, REAR

REAR SUSPENSION: Stock type suspension required. Rear coil-over shocks permitted.

STOCK TYPE SUSPENSION: Stock type suspension may utilize aftermarket, direct replacement type suspension components including aftermarket replacement shocks, springs, and/or control arms. All stock type 3-link and 4 link suspensions must maintain stock lateral angles and attachment points, but may be moved up or down on rear axle. Aftermarket torque arms and coil-overs permitted.

3.4a) 3-LINK AND 4-LINK: Stock or stock-type direct-replacement 3-link and/or 4 links required. All stock type 3 or 4 link suspensions must maintain stock lateral angles and attachment points, but may be moved up or down on rear axle.

Retrofitting and/or cross-breeding of 3-link and 4-link components prohibited.

3.4b) LADDER BARS: Permitted add 50 lbs.

3.4c) REPLACEMENT CONTROL ARMS: Replacement upper and lower control arms and permitted. Control arms may use any type bushing, bearing, or rod end. Control arms may be adjustable to any length.

3.4d) PANHARD BARS/WISHBONE: Permitted. Panhard bars must be located aft of rearend housing. Panhard bars may be welded. Wishbone permitted on vehicles originally equipped vehicles only: wishbone cannot be constructed in a manner that allows the wishbone to function as a ladder bar without taking ladder bar weight adder.

3.4e) SWAY BARS: Aftermarket or factory sway bars permitted. Aftermarket sway bars may be welded to both chassis and rearend housing.

3.4f) TORQUE ARMS: Permitted.

3.4g) REAR SHOCKS & SPRINGS: Any permitted, including coil over shocks and springs. Shocks must be stand alone and may not be adjustable during run via any means.

3.4h) TRACTION BARS: Bolt on traction bars permitted.

3.4i) TORQUE BOXES: The Wild Rides "S" Box has been deemed an acceptable OEM Fox-body torque box replacement when installed in the OEM location as per Wild Rides official instructions. The only acceptable control arm mounting location for the upper control arms is the middle hole on the "S" box, which is the same as the stock OEM mounting location.

3.6 WHEELIE BARS

WHEELIE BARS: Prohibited.

4: FRAME

4.4 FRAME

FRAME: Stock, unaltered frame rails required in front subframe. Subframes may be joined under car. Maximum size material to be used; 2x3x1/8 inch rectangular tubing or 1 5/8 O.D. inch round tubing (.118MS or .083CM). If connector protrudes through floor, floor must be completely welded to connector. Stock rear subframes are required, but outer frame rail portion only may be notched for tire clearance only. When notching, stock inboard section of rear frame rails must remain stock, unaltered, and in stock location. Rear frame rail must remain in OEM stock condition in all areas. Notching (vertically) for rearend clearance permitted only on 2005 and Up Ford Mustang rear frame rails, which may be notched a maximum of 2-inches vertically for rear end housing clearance only. The upper part of the rail must remain intact. Complete rear frame must be visible for tech purposes. NHRA-certified roll cage required.

4.5 GROUND CLEARANCE

GROUND CLEARANCE: Minimum 3 inches from front of vehicle to 12 inches behind centerline of front axle; 2 inches for remainder of vehicle, except oil pan and exhaust headers.

4.12 WHEELBASE

WHEELBASE: Entries must retain stock wheelbase + or - 1 inches of stock. Maximum variation from left to right and front to back is 1 inch.

5: TIRES & WHEELS

5.1 TIRES

TIRES – FRONT: Front tires must have a minimum tread width of 4.5 inches.

TIRES – REAR: Accepted D.O.T. Radial tires are required. . Naturally aspirated cars are permitted to run a 28.0" x 10.5" slick, no "W" tires permitted. Tire shaving is prohibited. The following sidewall designation D.O.T. drag radial tires are the only designations permitted: 275\60\15. 5.1a) PERMITTED STREET-TYPE D.O.T. RADIAL TIRE LIST

- BFGoodrich Tires Comp T/A Drag Radial 295\65\15, 315\60\15, and 325\50\15
- BFGoodrich Tires G-force T/A Drag Radial 295\65\15, 315\60\15, and 325\50\15
- Nitto NT555R Drag Radials TOYO PROXES TQ 275/40 & 275/45
- Mickey Thompson 275\60\15
- Hoosier 275\60\15
- Goodyear 275\60\15
- M&H 275\60\15

Also accepted: any approved radial-construction tire with a D.O.T. tread wear rating of 180 or greater. Maximum actual measured tire size is as follows: Tire tread may not extend outside fenders.

5.2 WHEELS

WHEELS: 3.4i) Permitted

6: INTERIOR

6.1 INTERIOR

INTERIOR, GENERAL: Must maintain stock appearance; including factory appearing dashboard, headliner, & steering column cover. Heater/air conditioners may be removed.

6.4 CARPET

CARPET: Floor and tunnel where visible must be upholstered or carpeted. Headliner required.

6.5 SEATS

SEATS: Upholstered OEM or aftermarket upholstered driver seat in stock location is required. Passenger and rear seat may be removed; area must be carpeted or upholstered.

6.6 DOOR PANELS

DOOR PANELS: Door panels must be covered and stock appearing.

6.7 STEERING COLUMN

STEERING COLUMN: Aftermarket steering column permitted. Removable steering wheel permitted.

6.8 GAUGES

GAUGES: Aftermarket gauges may be installed in factory dash.

6.9 PEDALS/PEDAL LOCATION

PEDALS/PEDAL LOCATION: Stock type pedals, linkage, and location required.

7: BODY

BODY: Vehicle must retain original or NMCA accepted appearances and profiles for year and make of body. Original OEM body shell (unibody structure from firewall to taillight panel) must be intact. Lightweight body parts are restricted to hood, front bumper cover and trunk-lid/hatch/deck-lid. Doors, hood and/or trunk lid must be hinged or lift off. Funny car bodies prohibited. Body must be finished and painted. Alterations or aerodynamic modifications such as "chopped tops", "channeling", "sectioning", "shortening" or "scaling down" prohibited. If a convertible top is used as an entry the use of ANY mechanism under or above the convertible top is not permitted. Ex: Building a cover that would be located above or below the convertible top, using straps below or above the convertible top, etc. Convertible top does not need to be operational. Convertible entries must compete with top up.

7.1 ADVERTISING

GRAPHICS: Graphics (for advertising or creative purposes) permitted on entire body, including doors, hood, rear quarter panels, front fenders, wing, etc.

CONTINGENCY DECALS: In order to be eligible for NMCA official contingency program, all contingency decals are required to appear only on the rear quarter windows or rear window in a clear and organized fashion. Contingency decals may not be overlapped or modified. Other decals and sponsorship (non-contingency) may appear on bodywork, front end, and on windows.

NMCA REQUIRED DECALS: The following decals are required for competition in NMCA events.

- NMCA Windshield Decal – must be installed on top of windshield. This NMCA decal must be the only decal on top of windshield. Other vehicle sponsor decals may be placed at base of windshield.
- NMCA 2012 Drag Racing Series "Side" Decals – must be installed on each side of vehicle on quarter windows.
- Class Sponsor Decal – class sponsor decal must be installed on base of windshield on the passenger side.
- Permanent Numbers – permanent numbers are required for competition in this class.
- Sponsor Shootout Decal-Competitors must prominently display the sponsor's official shootout logo directly behind the head light, on each front bumper, on both sides of the vehicle, using the official decal supplied by NMCA.

7.2 SPOILERS

REAR SPOILER: Rear spoilers permitted, may not extend more than 26 inches from the transition point with the body to the rear most portions. Rear spoiler may not be molded into body (Pro Mod Style).

Spoilers must be stationary during entire run. A positive locking device to prevent movement required. Spring loaded spoilers prohibited. Spoiler spill plates (if used) may be a maximum of 12" in height.

7.5 FIREWALLS

FIREWALL: Stock, unaltered firewall required.

7.6 FLOOR/TRUNK PAN/TRANSMISSION TUNNEL

FLOOR: Stock, unaltered floor-pan, except for through the floor sub frame connectors and shifter clearance, required from firewall to back bumper. Flat area of floor-pan after "kickup" for rear end (behind rear seat area) and rearward may be replaced with a minimum of .024" inch thick steel or .032" inch aluminum. Magnesium is prohibited. Transmission tunnel must remain stock & unaltered. Removable floor-pan sections and/or transmission tunnels prohibited.

7.7 HOOD/SCOOP

HOOD/SCOOP: Lightweight cowl induction-style hood permitted. Forward mounted scoops permitted for Nitrous combinations only. The entire induction system must be completely covered by hood, which must be part of the vehicle hood. Hood must be attached separately in a conventional manner and must lift off or be bolt on. Forward facing hood scoops permitted on NOS and NA combinations.

7.9 WINDSHIELDS/WINDOWS

WINDOWS: Lexan Permitted. Driver and passenger windows must be closed during racing. Windows do not have to be operative. Window tint is prohibited forward of the "B" pillar.

7.10 BUMPERS

BUMPERS: No body components, bumper add-ons, spill plates, chin spoilers, body kits, license plate frames, etc. are permitted to be added to the nose of the vehicle.

7.11 FENDER SPLASH PANS

FENDER SPLASH PANS: Full, factory OEM sheet metal inner fenders required.

7.12 GRILLE

GRILLE: Stock OEM type grille permitted

7.13 WHEELWELLS

INNER WHEELWELLS: Aftermarket wheel tubs permitted. Material used to add to the width of the inner wheel-well may be steel, aluminum, fiberglass, or carbon fiber.

OUTER FENDERS: Leading and trailing edges of outer fenders may be trimmed for tire clearance, maximum 2".

7.14 RAM AIR/ENGINE AIR PANS

RAM AIR: Only commercially available ram-air/cold-air kits permitted. Headlights/taillights/hazard lights may not be removed/modified for air induction. Final acceptance is with the discretion of NMCA Technical Department

7.15 DOORS

DOORS: Driver and passenger doors must be functional and operable from inside and outside of vehicle.

7.16 AERODYNAMICS

AERODYNAMICS: Taping of any body parts, seams, or front end prohibited. Removal of side mirrors prohibited. Head light covers permitted. Fog light covers permitted.

7.17 BODY KITS

BODY KITS: Accepted, commercially available body kits permitted. Filling in the lower valance permitted if completed in a permanent manner (taping not permitted).

7.18 COWL AREA

COWL AREA: Cowl area of vehicle must be unaltered.

7.19 FRONT FENDERS/FRONT FASCIA

FRONT FENDERS/FRONT FASCIA Stock or stock replacement front fenders and front fascia required. May not be one-piece front end. Filled-in lower valance, permitted. Single Hole in front bumper for the purpose of air induction permitted on turbocharged and supercharged applications only.

8: ELECTRICAL

8.1 BATTERY/CHARGING SYSTEM

BATTERY: Battery may be relocated. Charging systems optional.

8.3 IGNITION

IGNITION: Any battery-operated ignition permitted. Any distributor drive system permitted.

8.5 STARTER

STARTER: All entries must be self-starting with on-board starter.

9: SUPPORT GROUPS

Bracket racing aids such as optical sensors, delay boxes, stutter boxes, etc. prohibited. Throttle stops prohibited. The application or use of any device, mechanical or electronic that permits the driver to ascertain the position of their vehicle in relation to the starting line is prohibited.

9.2 ONBOARD DIAGNOSTICS/DATA RECORDERS

ONBOARD DIAGNOSTICS/DATA RECORDERS: Onboard diagnostics and data recorders used to monitor and record parameters such as a driveshaft speed, acceleration, nitrous timing, chassis strain, suspension travel, etc., permitted. Wide band oxygen sensors permitted. "Playback" tachometers permitted (i.e. Autometer Dual Channel Ultimate II tachometers, and the use of its features). Laptops permitted in vehicle.

9.7 BOTTLES

BOTTLES: All bottles must be securely mounted, stamped with a minimum DOT-1800lb. rating, and identified as nitrous oxide. Bottle located in driver's compartment must be equipped with the correct relief valve per manufacturer recommendations and vented outside the driver's compartment. The use of any agents other than nitrous oxide as a part of, or mixed with, this pressurized fuel system is strictly prohibited. Commercially available, thermostatically controlled, blanket type bottle heaters are acceptable. Any other method of heating bottles in vehicle is prohibited.

9.8 TOW VEHICLES

TOW VEHICLES: Vehicles may be towed to the rear of the staging lanes. Vehicles may not be towed from the return road. Vehicles may be towed from the scales

10: DRIVER

10.4 CREDENTIALS

CREDENTIALS: See general regulations.

11: CLASS & SAFETY REQUIREMENTS

It is the participant's responsibility to familiarize oneself with the class requirements as found in the 2011 NMCA rulebook and the safety requirements as found in the 2011 NHRA rulebook.

The participant agrees that the participant bears the ultimate responsibility at all times to ensure the safety of participant's vehicle and to ensure that participant complies with all applicable NHRA & NMCA rules. The participant agrees that participant is in the best position to know about the construction and operation of participant's vehicle, equipment, and clothing, and whether there has been compliance with all applicable NHRA & NMCA rules.

12: STREET-LEGAL REQUIREMENTS

Headlights and tail lights for year & make of body used mandatory. Head lights & tail lights required to be functional.