

## Mean Street

### General Overview

Mean Street is an entry-level non-power adder class in the NMCA Drag Racing series. Mean Street is designed for naturally aspirated, street equipped, cars and trucks. Mean Street entries are permitted small blocks with a maximum of 385 ci. Mean Street permits a variety of race-proven modifications and performance enhancements on stock bodied, stock appearing vehicles. Mean Street class is for 1950 and later American production cars and trucks. Mean Street racing will be conducted at all drag racing events (see race schedule).

### Qualifying Information, Ladder Type, & Tree

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

### Base Weight Breaks\*

ENGINE	BASE CI	WEIGHT
Small Block Ford	311	2800
Small Block	335	3150
Small Block	350	3200
Small Block	365	3400

### Weight Adders/Deducts:

Mopar combinations may deduct 100 lbs.

LS and HEMI based engines add 50 lbs

Ford Modular 4.6L 2V deduct 50lbs

Ford Modular 5.4L 2V deduct 50lbs

Ford Modular 4.6L 4V add 75lbs to base weight

Maximum cubic inches for Ford Modular 5.4 is 338 CI

Maximum cubic inches for all other combinations is 385 CI.

Body Style Deduction List-Tier1=25, Tier 2=50, and Tier 3=75

Manual transmission – add 75lbs to base weights.

Racers using Pro Flight or Turbo 350 transmission must add 50 lbs to base weight.

Sullivan 4V manifolds – add 25lbs. to base weight. See section 1.21

\*If actual cubic inch is more than base cubic inch listing, there will be a weight penalty of 10 lbs per cubic inch assessed to base weights, up to the maximum cubic inch permitted in the class.

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

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

311ci FORD MEAN STREET CLASS RULES

## 311 ENGINE SECTION

\*Refer to 335, 350, 365 Cubic inch engine section if there is not a section

### 1.2 ENGINE

ENGINE: Engine limited to 302W (5.0) and 4.6L Modular engine types. 302 Windsor type engines and 4.6L engines may be used in any 1979 and newer Fox based chassis. Engine swapping permitted during event.

1.2a) ENGINE DRIVE BELT SYSTEM: Factory style 6 rib drive belt system required. 6-rib belt required. Minimum crankshaft pulley diameter 3-inch.

### 1.3 EXHAUST

EXHAUST: All entries allowed to use tubular headers. Adapter plates to bolt headers to cylinder head permitted maximum thickness .500-inch. 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.

### 1.15 BLOCK

BLOCK: Any cast iron Ford type 302W or cast iron or cast aluminum 4.6 based engine block required. Billet blocks prohibited. Block must maintain Ford OEM bore spacing, deck heights, and crankshaft spacing for engine type used. Deck spacers (extensions) prohibited.

### 1.17 HEADS

GENERAL GUIDELINES:

302W 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.

1.17d) HEADS, PORTING: Permitted

1.17f) HEADS, VALVES: Maximum valve sizes for 302W heads is 2.025-inch Intake/1.605-inch Exhaust. Maximum valve sizes for 4.6L two valve heads are 1.850-inch Intake/1.452-inch Exhaust. Maximum valve sizes for 4.6L three-valve heads are 1.368-inch intake and 1.514-inch exhaust. Maximum valve sizes for 4.6L four valve heads are 1.487-inch Intake/1.211-inch Exhaust. Valve stem size in guide area must be 11/32-inch for 302W heads, Valve stem size in guide area must be 0.274-inch for 4.6L heads. Undercut stems permitted. Aftermarket steel valve permitted, titanium/exotic valves prohibited. Bronze lined or replacement guides permitted.

1.17g) HEADS, MILLING: Permitted. See combustion chamber volume. Cylinder heads must maintain original production valve angles + or - 2 degrees.

1.17h) HEADS, PUSHROD SLEEVES: Prohibited.

1.17i) HEADS, COMBUSTION CHAMBER VOLUME: The following cylinder heads are not restricted on combustion chamber volume: Ford OEM cast iron 289, 302, 351, FRPP GT-40, & GT-40P heads. Minimum combustion chamber volume for all other 302W heads is 58.0 cc's. Minimum combustion chamber volume for 2V/3V/4V 4.6L heads is 42.0 cc's.

1.17j) HEADS, PORT PLATES/ADAPTER PLATES: Intake port plates prohibited, exhaust port plates maximum thickness .500-inch permitted.

1.17l) PERMITTED CYLINDER HEAD LIST, PARTS NUMBER: These are the only permitted cylinder heads and part numbers for competition in this category. If your cylinder head is not on this list, it is prohibited.

- Stock Ford OEM 289/302/5.0 and 4.6L Cylinder Heads. ++

- Ford GT-40 and GT-40P Cast Iron Cylinder Heads ++
- FRPP GT-40 Aluminum Cylinder Heads, PN# M 6049 X303 & Y303
- FRPP/SVO 4.6 2V Cylinder Heads
- FRPP/SVO 4.6L 4-Valve Cylinder Head, M 6049 T46
- FRPP 3V PN# M-6049-463P and M-6050-463P
- Edelbrock Performer & Performer RPM Heads, PN# 60329, 60359, 60279, 60229, 60259, 60269
- Trick Flow Twisted Wedge 5.0 (non R) PN# 51400010\*\*
- Trick Flow Twisted Wedge 5.0 PN# 51400010-C01 (185cc CNC)\*\*
- Trick Flow 2V PN# 51910001-M38 & 51910002-M44 (see section 1.17i)
- Brodix ST 5.0 & 5.0R Aluminum Cylinder Heads, PN# ST 5.0 & ST 5.0R
- Holley 5.0 Aluminum Cylinder Heads, PN# 300-573, 574, 575, 576, 577, 578, 579
- World Products Roush 180 & Windsor Jr, PN# 53030, 23030
- Air Flow Research 165, PN# 1398, 1399, 1400, 1402, 1472
- Air Flow Research 185, P/N# 1387, 1388, 1389, 1406, 1381, 1383, 1426, 1428
- Dart Pro 1 170cc As-Cast Cylinder Heads, PN#13100080, 13111181, 13111182
- Canfield 170cc Street #18-350
- RHS 180cc (Iron & Aluminum)

\*\* These heads permitted with a 50 lb. weight adder to base weight

++ These cylinder heads permitted a 100 lb. weight deduction from base weight.

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: Maximum lift at valve for engine applications is as follows:

- 5.0 Engines - .500" maximum lift
- 4.6 2V engines - .550" maximum lift
- 4.6 3V engines - .480" maximum lift
- 4.6 4V engines - .480" maximum lift

For 5.0 HO applications, valve lift will be checked at retainer with pushrod & rocker as run, using a blocked up OEM Ford hydraulic roller lifter, at zero lash. For 4.6L applications, valve lift will be checked at retainer with rocker as run using a blocked up lash adjuster at zero lash.

1.18b) LIFTERS/LASH ADJUSTERS: Functional, unmodified Ford OEM stock hydraulic roller lifters required for 5.0L pushrod applications, and functional, unmodified Ford OEM stock hydraulic lash adjusters required for 4.6L modular applications. Any modification to the lifter or lash adjuster is prohibited. This includes any and all of the internal components, and the orientation of the internal components in the assembly. Lifters/lash adjusters may not be plugged or bottomed.

1.18d) VALVE LOCK: Any permitted.

1.18e) RETAINERS: Any permitted.

1.18f) STUD & GUIDE PLATES: Stud and guide plate conversions permitted.

1.18h) ROCKER ARMS: Any permitted.

1.18j) PUSHRODS: Steel is only accepted material. Composite pushrods prohibited.

1.20e) EFI ADD-ONS: If your add-on computer is not on this list, it is prohibited.

- 1) FRPP Extender & FRPP EPEC
- 2) Anderson Ford PMS
- 3) Autologic Plug-in EEC Chip
- 4) Superchips Plug-in EEC Chip
- 5) Hyperchip Plug-in EEC Chip
- 6) Diablo Plug-in EEC Chip
- 7) EEC Tuner
- 8) SCT Xcalibrator Series
- 9) DiabloSport Predator
- 10) DiabloSport Trinity
- 11) Sniper programmable chip

#### 1.21 INTAKE MANIFOLD

INTAKE MANIFOLD: Only NMCA accepted, commercially available, mass-produced intake manifolds permitted. Any height spacer permitted between EFI upper and lower intakes only. All runners must be completely separated from each other runner. Spacer or gasket must not create a 'plenum', or any other means for air to pass between runners. Carb spacers permitted. Maximum 1.200-inch total thickness, including sandwiched gaskets. Maximum of one gasket (max. thickness 0.125-inch) between any mating surface. 4.6L 4V & 3V combinations may remove secondary runner controls. Only 4.6L 2V engines may use aftermarket as-cast throttle-body to intake manifold plenums.

1.21a) PORTING: Permitted for EFI upper & lower intake manifolds. Upper EFI manifold may be ported, but may not be cut, modified or welded. Runners may not be shortened. Carbureted intakes may be ported only 1" into runners (from intake mounting face), otherwise, porting/machining is prohibited on carbureted intakes.

1.21b) WELDING/EPOXY: Prohibited.

1.21c) PERMITTED INTAKE MANIFOLD LIST, PART NUMBERS: These are the only permitted intakes and part numbers for competition in this category. If your part number is not on this list it is prohibited.

- OEM Ford 5.0, & 4.6 Intakes – Upper & Lower
- FRPP GT-40 Upper & Lower, PN# M 6001 A50
- FRPP M-9224-R50
- Edelbrock Performer – Upper & Lower, PN# 3821
- Edelbrock Performer RPM – Upper & Lower, PN# 7126
- Edelbrock Performer RPM II – Upper & Lower, PN # 7123
- Edelbrock Victor Jr. 4.6 2V PN# 28385\*
- Edelbrock Victor Jr. 4.6 2V PN# 2838\*
- Edelbrock Victor Jr. 5.0L PN# 2921\*\*
- C&L 4.6 3V PN#720
- Trick Flow R Series (non-box) 5.0L PN# 51511003, 51500003
- Trick Flow Box R Series 5.0L PN# 51500008, 51511008\*\*
- Trick Flow Street Heat – Upper & Lower, PN# 51500001
- Trick Flow Track Heat – Upper & Lower, PN# 51500002
- Trick Flow modular 2 Valve intake manifold.(TFS-51800002,TFS-518B0002,TFS-51811002)

- FRPP 4.6 2V Hi-Flow Intake – Package, PN# M 9424 E46
- Holley SystemMax – Upper & Lower, PN# 300-72
- Saleen/Vortech – Upper & Lower
- Edelbrock Performer\*\* (carb only) – PN# 3721
- Edelbrock Performer RPM\*\* (carb only) – PN# 7521, 7121
- Edelbrock Performer RPM Air Gap\*\* (carb only)
- Weiland Stealth\*\* (carb only) – PN# 8011, 8311, 8020
- Ford M-9424-T46
- Reichard Racing 4.6L 2V sheet metal intake manifold
- Fox Lake Power Products P51 Intake Manifold
- BBK Intake Manifold PN #5001
- Sullivan Modular 4.6L 4V intake PN# 1-101A & 1-101B (Throttle body adaptor also permitted)
- Professional Products 4.6L 2V Typhoon intake
- Logan Motorsports 4.6L 2V sheet metal intake manifold

\*\* These intakes may only be ported 1” into the intake manifold ports on the cylinder head side (from intake mounting surface). Porting/machining anywhere else is prohibited.

\* These intakes are permitted with a 25 lb. weight adder to base weight

#### 1.26 CRANKSHAFT

CRANKSHAFT: Stock or aftermarket cast iron or steel crankshaft required. Composite and/or multi-piece crankshafts prohibited. Stock 3.0-inch stroke, +/- .010-inch, mandatory for 302W applications. Stock 3.543-inch stroke, +/- .010-inch, mandatory for 4.6L 2V/3V/4V applications. Minimum rod bearing shaft diameter is 2.000-inch. Modifications to crankshaft permitted.

#### 1.27 CONNECTING RODS

CONNECTING RODS: Stock or aftermarket steel connecting rods required. Composite connecting rods prohibited. 302W connecting rods must be 5.09-inch, +/- .025-inch, center-to-center length. 4.6L connecting rods must be 5.933-inch, +/- .025”, center-to-center length. Connecting rods may be of any design. Connecting rods may be free floating or press fit.

#### 1.28 HEAD GASKETS & QUENCH AREA

HEAD GASKETS & QUENCH AREA: Pistons may be below block, even with deck, or above block at top dead center. Any type single head gasket permitted.

#### 1.29 PISTONS, PINS, RINGS

PISTONS, PINS, RINGS: Stock or aftermarket piston permitted. Pistons for 5.0L, 4.6 3-valve & 4-valve must be flat top or dish design. Pistons for 4.6L 2-valve head combinations may be dome-type design. The use of 3 rings required. Gas porting any portion of piston assembly prohibited (side, top, or otherwise). Wrist pins for 302W based applications must be a minimum of .912-inch diameter. Wrist pins for 4.6L applications must be a minimum of .866-inch diameter. Valve reliefs optional.

### **1: ENGINE 335, 350, 365 CUBIC INCH COMBINATIONS**

#### 1.1 COOLING SYSTEM

Entire cooling system must be contained within the engine compartment.

RADIATOR: OEM production-style or aftermarket radiator is required and must be mounted in stock location. Stock core support is required.

WATER PUMP: Electric water-pumps and drives permitted.

COOLING FANS: Any permitted.

## 1.2 ENGINE

ENGINE: Engine must be a V-8 small block automotive type engine (see accepted list). Cross breeding of an engine to a different make of body permitted. Engine swapping permitted during event.

Water injection is prohibited.

## 1.3 EXHAUST

EXHAUST: 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 muffler(s).

1.3a) HEADERS & COLLECTORS: All entries allowed to use tubular headers.

1.3b) EXHAUST TUBING/SIZE: Maximum exhaust tubing size 3-inch.

1.3c) TAILPIPE & EXHAUST RULES: Exhaust system required within 12-inches forward of the centerline of the rear end housing.

1.3d) MUFFLER REQUIREMENTS: Mufflers required, maximum inlet & outlet size 3-inches. A maximum of two (2) mufflers is allowed. A maximum of one (1) inlet and one (1) outlet is permitted. Collector mufflers are prohibited.

## 1.5 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 in trunk area. 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.

## 1.6 GASOLINE

1.6a) GASOLINE: Gasoline as outlined here is the only acceptable fuel for use in this eliminator for the specified combinations (See Section 13). The NMCA-Drag Racing Association reserves the right to check gasoline at any time during competition. Gasoline, as defined by the NHRA rulebook, is a mixture of hydrocarbons only. The average dielectric constant (D.C.) for the hydrocarbons that comprises gasoline is 2.025. This is defined as a reading of "0" on the fuel-check meter.

1.6b) SPEC FUEL: This class requires the use of one of the allowable spec fuels in this class. Mixing of fuels prohibited. Failure to pass fuel check is grounds for disallowance of the run during competition and disqualification from the event during eliminations.

### ***VP Racing Fuels***

C10 UL	Colorless
C12	Green
C14	Yellow
C14+	Clear
C16	Blue

#### **1.9 OIL SYSTEM**

**OILING SYSTEM:** Wet sump oiling system required. External oil pumps prohibited. Oil lines run outside engine block to feed oil galleries prohibited. Vacuum pump and/or evacuator system (header, or otherwise) prohibited. Any oil pan permitted.

#### **1.10 SUPERCHARGER**

**SUPERCHARGER:** Prohibited.

#### **1.15 BLOCK**

**BLOCK:** Engine block is restricted to cast iron or aluminum small block engine block with OEM design & factory bore spacing. OEM aluminum blocks are permitted.

**THE FOLLOWING SMALL BLOCKS TYPES ARE THE ONLY PERMITTED IN THIS CLASS:**

Ford 289-302-351

Ford Modular 4.6 & 5.4

Chrysler 318-340-360-5.7 HEMI

Chevrolet 302-307-327-350

Chevrolet LS 4.8, 5.3, 5.7, 6.0, and LSX (p\n 19166454) Block.

See section 1.29 for maximum bore size for block used.

#### **1.16 ENGINE LOCATION/MOUNTS**

**ENGINE LOCATION\MOUNTS:** Engine may be relocated, but block and/or heads must not touch stock firewall or cowl area. Engine plates prohibited, solid engine mounts permitted.

#### **1.17 HEADS**

**HEADS, GENERAL:** Mean Street is intended for street performance cast iron or aftermarket aluminum cylinder heads.

**1.17a) HEADS, PERMITTED:** Original manufacture, generally available heads, accepted by NMCA permitted. External modifications prohibited in port area. Spark plug placement and depth must remain stock. Billet or fabricated heads prohibited. Cylinder heads must be overhead valve single spark plug per cylinder design. One-off or custom made cylinder heads prohibited. The NMCA technical director must approve new cylinder heads or any changes to accepted heads in writing prior to competition.

**1.17b) HEADS, MASS PRODUCED:** Any mass produced, commercially available, NMCA-accepted, commonly available, cast aluminum or cast iron cylinder head is permitted. Low volume, one off, aluminum cylinder heads prohibited.

**1.17c) HEADS, BOLT PATTERN:** Mean Street class is only permitted OEM standard bolt pattern for cylinder head, intake manifold, and header/exhaust bolt pattern. Adapter plates may be utilized on exhaust side, and may utilize aftermarket bolt pattern.

**1.17d) HEADS, PORTING:** Prohibited. Port matching also prohibited. \*\*Certain NMCA-Accepted “out-of-the-box” cylinder head part numbers contain minor porting/port matching by manufacturer. These heads are accepted “as supplied” only, and no additional porting/modifications/cleanup can be performed.

Runners and combustion chambers must retain OEM appearance. Final acceptance at the discretion of NMCA Technical Department.

1.17e) HEADS, WELDING/EPOXY: Prohibited. In case of a needed repair to an isolated area of the cylinder head, contact NMCA tech director to determine legality.

1.17f) HEADS, VALVES: Any steel valve required. Stock stem diameter (in guide area) required for head used as supplied by manufacturer. Maximum head diameter of intake valves is 2.025"; maximum head diameter of exhaust valve is 1.610". Bronze lined or replacement guides permitted. Valve guide location must remain stock.

1.17g) HEADS, MILLING: Angle milling is acceptable. However, approved cylinder heads must maintain (and keep as measured) the original-production engine cylinder head valve angles +/- 3 degrees. Other than the variations listed below, all cylinder heads must measure +/- 3.0 degree of stock original-production engine cylinder head angle. For example, all Small Block Chevrolet cylinder heads, regardless of valve angle from manufacturer, must measure a minimum of 20.0 degree, to a maximum of 26.0 degree valve angle; all Small Block Ford cylinder heads must measure a minimum of 17.0 degree valve angle, to a maximum of 23.0 degree. The following cylinder heads have slight variations to the above descriptions but are permitted. On these exception heads, valve angle must remain as cast on the approved-version head with +/- 2.0-degree tolerance:

TFS Twisted Wedge

LS Series Heads

1.17h) HEADS, PUSHROD SLEEVES: Prohibited.

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

1.17j) HEADS, PORT PLATES/ADAPTER PLATES: Port plates/adapter plates prohibited on intake side of head. Port plates/adapter plates used on exhaust side of cylinder head restricted to a maximum thickness of .500-inch.

1.17k) VALVE JOB: Any valve job permitted.

1.17l) ALLOWED CYLINDER HEAD LIST: The following cylinder heads are the only accepted versions for the Mean Street class.

Small Block Ford

- Stock Factory OEM Iron Windsor 5.0, 289, 302, & Factory OEM 4.6++
- Stock Factory OEM Iron Windsor 351 Heads 5.4, OEM 2-bbl Cleveland (M-6049-GT, M-6099-GT, M-6049-DAC, M-6050-DAC, and M-6049-M50BR & M-6050-M50BR prohibited) (These heads run at 355 base weight)
- Ford GT-40, GT-40P, GT-40Y, GT-40X Cast Iron & Alum. Cylinder Heads
- Edelbrock Performer & RPM, PN# 60329, 60359, 60279, 60229, 60259, 60269
- Edelbrock E Street PN#5023
- Edelbrock E Street PN#5025
- Edelbrock E Street PN#5073
- Edelbrock E Street PN#5089
- Brodix ST 5.0 & ST 5.0 R Aluminum Cylinder Heads
- World Products Windsor Jr, & Roush 180 PN# 53030, 23030, 53030, 23030
- Holley 5.0 Aluminum Cylinder Heads, PN# 300-573, 574, 575, 576, 577, 578, 579
- TFS Twisted Wedge & Track Heat Heads (not "R", not "Street Heat").

- Trick Flow 4.6 2-Valve PN# 51910002-M44 ##
- Dart PRO 1 170cc As-Cast
- Canfield 170cc Street PN# 18-350
- RHS 180cc (Iron & Aluminum)

#### Small Block Chevrolet

- Standard 350 Non-LS Series: Stock Factory OEM iron or aluminum heads (except LT5)
- Edelbrock Performer, RPM, E-Tec 170cc
- Dart Iron Eagle 165cc & 180cc only
- Dart PRO 1 Aluminum 180cc PN# 11111111P
- Dart PN# 42411000
- Brodix ST & RR 180
- World Products S/R Torquer
- Chevrolet Vortec (L31) 170cc cast # 10239906, 12558062
- GM Gen III LS Series Stock Factory OEM Aluminum Cathedral port Heads LS1, LS2, & LS6 (LS7, L92, LS3 are prohibited)
- GMPP LT1 PN#10141034
- RHS Pro Action 180cc

#### Chrysler Small Block

- Stock factory OEM iron or OEM aluminum 318/340/360 Cylinder Heads
- Edelbrock Performer RPM & RPM 340
- Edelbrock RPM Magnum PN# 61779
- MPP Magnum Aluminum Head PN# P515387
- OEM 5.7 2003 to Present
- 03-08 5.7 HEMI PN#514339AB and PN#5143397AB

##These permitted heads come from the factory with CNC combustion chamber, no other porting permitted.

++ Theses cylinder heads permitted a 100lb. weight deduction from base weight.

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 flat tappet (solid or hydraulic) design camshaft permitted. Maximum lift at valve with zero lash is .550-inch.

1.18b) Stock Factory OEM hydraulic roller lifter permitted. Push Rod and Modular 2V Maximum lift at valve .550. Modular 3V & 4V Maximum lift at valve .480

1.18c) LIFTERS: Stock type flat tappet or OEM hydraulic roller lifters required. Mushroom tappets prohibited. Lifter required to be OEM diameter for engine block used. For hydraulic roller lifters: any modification to the clip, pushrod cup, piston, spring, or lifter body is prohibited. Hydraulic roller lifters must be OEM or aftermarket type that use the OEM dog bones or after market retrofit type with vertical links. Hydraulic roller lifters may not be plugged or bottomed. Solid roller lifters are prohibited Hydraulic roller

lifters may not be modified in any way. This includes any of the internal components and the orientation of the internal components in the assembly. For cam-in-block engine applications, valve lift will be checked at retainer with pushrod & rocker as run, using a blocked up or solid lifter, at zero lash. For overhead cam applications, valve lift will be checked at retainer with rocker as run using a blocked up lash adjuster at zero lash.

1.18d) LIFTER BORES: Lifter bores permitted to be bushed.

1.18e) VALVE LOCK: Steel valve locks required.

1.18f) RETAINERS: Steel retainers required.

1.18g) ROCKER ARMS: Standard roller rocker arms or stock-type rocker arms permitted. Aftermarket shaft type rocker systems prohibited.

1.18h) CAMSHAFT DRIVE SYSTEM: Stock OEM type camshaft drive system required.

1.18i) REV KITS: Prohibited.

1.18j) PUSHRODS: 5/16-inch steel construction is only permitted.

#### 1.19 CARBURETORS

CARBURETORS: Any standard design type carburetor up to, and including 750-cfm, permitted. Standard performance carburetor modifications permitted, including removal of air horn, internal and external modifications. Maximum venturi size allowed is 1.400-inch. Maximum throttle bore size is 1.690-inch. Standard-style boosters are required (no aerosol, annular, etc).

1.19a) AIR FILTER: Commercially available, mass produced, unmodified, automotive type air cleaner required. All incoming air must pass through air cleaner.

#### 1.20 FUEL INJECTION

FUEL INJECTION: OEM engine control computer system required. NMCA accepted "plug-in" chips and EEC\ECM computer "add-ons" permitted. Speed density permitted for all combinations. OEM engine control computer must be functional.

1.20a) THROTTLE BODY: Only mass produced, commercially available throttle bodies permitted. Single throttle body in stock location required. Maximum throttle body size is 3.543" (90 mm) commercially available, bolt-on throttle body. 4.6 2V, 3V, & 4V may use OEM style, aftermarket, commercially available, bolt-on throttle body. EGR spacer is not required.

1.20b) MASS AIR SIZE & TYPE PERMITTED: Commercially available, complete, mass produced mass air sensors required on all combinations (sample tube and elements required), including speed density equipped. Mass air sensor is not required to function. Mass air sensor must be standard draw through design. Maximum size of mass air sensor – 3.150-inch (80mm).

1.20c) FUEL INJECTOR SIZES & TYPES: Any size/type fuel injector permitted. Maximum of 8 fuel injectors located in stock location.

1.20d) AIR CLEANER: Commercially available, mass produced, unmodified, street legal, automotive type air cleaner required. All incoming air must pass through air cleaner.

1.20e) EFI ADD-ONS: If your add-on computer is not on this list, it is prohibited.

Ford approved EEC EFI add-ons: If you add-on computer is not on this list, it is prohibited.

- 1) FRPP Extender & FRPP EPEC

- 2) Anderson Ford PMS
- 3) Autologic Plug-in EEC Chip
- 4) Superchips Plug-in EEC Chip
- 5) Hyperchip Plug-in EEC Chip
- 6) Diablo Plug-in EEC Chip
- 7) Diablo Sport Predator
- 8) EEC Tuner
- 9) SCT Xcalibrator Series
- 10) DiabloSport Trinity
- 11) Sniper programmable chip

GM ECM EFI ADD\_ONS: If your add-on computer is not on this list, it is prohibited.

- 1) DiabloSport Predator
- 2) DiabloSport Trinity
- 3) SCT Xcalibrator Series
- 4) Hypertech max energy tuner & Power Programmer III
- 5) Sniper 1-2 programmer
- 6) Superchips Flashpac & Cortex Programmer
- 7) GMPP Controller Kit
- 8) Gm hp tuners program
- 9) Gm efi live program

Chrysler ECU EFI ADD ONS: If you add-on computer is not on this list, it is prohibited.

- 1) DiabloSport Predator
- 2) DiabloSport Trinity
- 3) SCT Xcalibrator Series
- 4) Hypertech max energy tuner & power Programmer III
- 5) Superchips Flashpaq & Cortex Programmer
- 6) Chrysler/Dodge Hp tuners program

## 1.21 INTAKE MANIFOLD

### INTAKE MANIFOLD:

Intake manifold must be cast aluminum, commercially available and mass-produced. The only exception to above are vehicles whose intake manifold is OEM composite (example: GM LS1); those vehicles may use aftermarket, commercially available, mass-produced composite replacement (i.e. FAST LSX). No porting permitted. Welding or epoxy on any part of inside, outside, or plenum of intake prohibited. Lower intake flange may only be angle milled to match cylinder head angle, other modifications are prohibited. Sheet metal intakes prohibited.

1.21a) PORTING: Prohibited

### 1.21b) EFI INTAKE MANIFOLD

Only accepted commercially available, mass produced, EFI-runner type EFI intake manifolds permitted. Fabricated, Composite, and/or sheet-metal lower intakes manifolds prohibited. Any height spacer permitted between EFI upper and lower intakes only. All runners must be completely separated from each other. Spacer or gasket must not create a "plenum", or any other means for air to pass between runners. Carburetor spacers limited

to a maximum thickness of 1.20-inch including gaskets. Tunnel rams and sheet metal of all types prohibited.

1.21c) The following intake manifolds are the only accepted versions for the mean street class.

### **SMALL BLOCK FORD**

- OEM Ford 5.0, 4.6, 5.4 Intakes upper and lower. (M-9424 Prohibited)
- FRPP GT-40 Upper & Lower, PN# M 6001 A50
- Edelbrock Performer – Upper & Lower- PN#3821
- Edelbrock Performer RPM- Upper & Lower- PN#7123
- Edelbrock Performer RPM II- Upper & Lower-PN#7123
- Trick Flow Street Heat- Upper & Lower-PN#51500001
- Trick Flow Track Heat-Upper & Lower-PN #51500002
- Edelbrock E-Street PN#5023
- Edelbrock E-Street PN#5025
- Holley Systemax- Upper & Lower, Part #300-72
- Edelbrock Victor Jr. 4.6 2V PN#2838 (Carb Only)
- Saleen/Vortech- Upper & Lower
- Sullivan 4V manifolds \*
- Edelbrock Performer (carb only)-PN#3721
- Edelbrock Performer RPM(carb only)-PN# 7521,7121
- Edelbrock Performer RPM Air Gap(carb only)
- Weiland Stealth(carb Only)-PN#8011, 8311, 8020
- Edelbrock Victor Jr.(carb only)PN#2921, 2981,2989
- Edelbrock Super Victor(carb only)PN#2928, 2929, 2934, 2980,2981,2924,2925
- Parker Funnel Web PN# FW302

### **SMALL BLOCK CHEVROLET**

- GMPP Intake(carb only)-PN#10051102, 10185063, 10141058
- Edelbrock Performer(carb only)-PN#2701
- Edelbrock Performer RPM(carb only)PN#7101
- Edelbrock Performer RPM Air Gap(carb only)-PN#7501
- Edelbrock Victor Jr. (carb only)PN#2975
- Edelbrock Vortech Super Victor PN# 2913
- Brodix Intake (carb only)-PN#HV1016, HV1000
- Holley Strip Dominator (carb only)PN#300-64, 300-25
- Weiland Stealth (carb only)PN#8150
- Weiland Team G (carb only)PN#7530
- Dart PN# 42411000
- World Products (carb only) PN# 061040, 061041
- FAST LSXR 102 mm PN#146302

### **GM LS INTAKES**

- OEM LS Intake

- BBK SSI-PN#129-5004, 129-5006, 129-5005
- Edelbrock Victor Jr.(carb only) PN# 29807
- Edelbrock Super Victor (carb only) PN# 28097
- FAST LSX-PN#249-54001, 249-54003
- Weiland LS1-PN#925-300-111

### **CHRYSLER SMALL BLOCK**

- OEM Fuel Injection Intake
- MPP Intake (carb only)-PN#P4510812
- MPP Intake (carb only)-PN#312-P4876334, 312-P4529117
- Edelbrock Performer (carb only)-PN#2176
- Edelbrock Performer RPM (carb only)-PN#7176
- Edelbrock Performer RPM Magnum-PN#61769, 61779
- Edelbrock Air Gap Magnum (carb only)-PN#7577
- Edelbrock Super Victor (carb only)-PN#2815, 28155
- Edelbrock Victor 340 (carb only)-PN# 2817, 2818
- Weiland Action Plus (carb only)PN#8007
- Weiland X-celerator (carb only)PN#7545

\*Add 25lbs to base weight.

#### **1.22 SOLENOIDS**

SOLENOIDS: Prohibited.

#### **1.23 TURBOCHARGERS**

TURBOCHARGERS: Prohibited.

#### **1.24 AFTERCOOLER/INTERCOOLER**

AFTERCOOLER/INTERCOOLER: Prohibited.

#### **1.25 POWER ADDERS**

POWER ADDERS: Prohibited.

#### **1.26 CRANKSHAFT**

CRANKSHAFT: Stock or aftermarket steel crankshaft permitted. Internal balancing permitted. Minimum rod bearing shaft diameter is 2.000-inch+- .010. Modifications to crankshaft permitted. Composite or multi-piece crankshafts are prohibited.

#### **1.27 CONNECTING RODS**

CONNECTING RODS: Stock or aftermarket, steel or aluminum connecting rods required. Connecting rods may be of any design. Connecting rods may be free floating or press fit. Composite connecting rods prohibited.

#### **1.28 HEAD GASKETS & QUENCH AREA**

HEAD GASKETS & QUENCH AREA: Quench area is not regulated. Pistons may be below block, even with deck, or above block at top dead center. Any type single head gasket permitted.

#### **1.29 PISTONS, PINS, RINGS**

PISTONS, PINS, RINGS: Stock or aftermarket piston permitted. Piston must be flat top or dish design. The use of 3 rings is required. Gas porting of pistons assembly prohibited (side, top or otherwise). Wrist pins for all applications must be a minimum of .911-inch

diameter, and must be of steel material. Valve relief's optional. Bore size must be no greater than 4.080-inch for all combinations. See section 1.15 for permitted blocks.

### 1.30 BOOST CONTROLLERS

BOOST CONTROLLERS: Prohibited.

### 1.31 WASTEGATE & PRESSURE REGULATOR

WASTEGATE & PRESSURE REGULATOR: Prohibited.

### 1.32 VISIBLE COATINGS

VISIBLE COATINGS: Visible coatings are permitted where lubricants are present.

Visible piston coating above the top ring is permitted. Visible coating of cylinder head runners, combustions chambers, and/or intake manifold runners/plenums prohibited.

### 1.33 "O" RINGING OF BLOCK

"O" RINGING OF BLOCK: Permitted.

## 2: DRIVETRAIN

### 2.3 CLUTCH

CLUTCH: Standard factory-replacement-style single disc diaphragm clutch required. Steel or aluminum pressure plate a minimum of 10.0-inch in diameter is required.

Adjustable and/or long-style pressure plates are prohibited. Clutch operation must be operated using any linkage type.

### 2.4 DRIVESHAFT

DRIVESHAFT: Steel or aluminum OEM driveshaft required.

### 2.5 FLYWHEEL

FLYWHEEL: Permitted.

### 2.11 REAREND

REAREND: Any automotive type rear end permitted.

### 2.12 MANUAL TRANSMISSIONS

MANUAL TRANSMISSION: Only specified O.E.M. or specified aftermarket transmissions permitted. Overdrive gear(s) may be removed. Clutchless models prohibited. Any gear change must occur from direct action by the driver. Pneumatic, electric, hydraulic, etc. shifters prohibited. Pro-shifting is permitted. All transmissions must use either a). As produced, as supplied (unmodified) OEM gears and/or gear sets for transmission used or b). Specified stock replacement helical cut gears and/or gear sets in the exact form as submitted for consideration and accepted by NMCA. Gears and/or gear sets may not be utilized from other models (i.e. T-56 gears may not be used in T-5 transmissions). Transmission used is required to have a gear ratio in all gears as offered by the transmission used. Welding or grafting part of one countershaft to part of another counter shaft will not be accepted.

#### 2.12a) PERMITTED MANUAL TRANSMISSIONS:

Tremec T5, Tremec T45, Tremec T56, Tremec TR3550, Tremec TR3650, Tremec TKO, Tremec TKO-500, TKO-600, & Tremec TKOII.

2.12b): SHIFTER: Must be commercially available bolt on shifter. Must have a single handle and attach to the transmission using only a) the OEM type mounting bolts in the OEM mounting holes and b) must use a single pivot-ball type shifting arm.

#### 2.12c) PERMITTED GEAR RATIOS:

Tremec T5 (a) - 3.35, 1.99, 1.33, 1.00

Tremec T5 (b) - 2.95, 1.94, 1.34, 1.00

Tremec T45 - 3.37, 1.99, 1.33, 1.00  
Tremec T56 (a) - 2.66, 1.78, 1.30, 1.00  
Tremec T56 (b) - 2.97, 2.07, 1.43, 1.00  
Tremec TR3550 - 3.27, 1.98, 1.34, 1.00  
Tremec TR3650 - 3.38, 2.00, 1.32, 1.00  
Tremec TKO/TKOII - 3.27, 1.98, 1.34, 1.00  
T5 w/G-Force PN#5000 Dog Ring - 2.92, 1.99, 1.34, 1.00  
T5 w/G-Force PN#5000 Syncro - 2.94, 1.94, 1.34, 1.00  
Tremec TR3550/TKO/TKOII w/Liberty Gear PN#LG3500 - 2.92, 1.95, 1.34, 1.00  
Tremec TKO-500 - 3.27, 1.97, 1.34, 1.00  
Tremec TKO-600 - 2.87, 1.89, 1.28, 1.00  
Tremec TKO w/Liberty Gear PN#LGT297-2.97, 1.98, 1.34, 1.00  
Tremec TKO w/Liberty Gear PN#LGT318-3.18, 2.05, 1.38, 1.00

### 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 automatic or automatic overdrive automatic transmissions with torque converters originally produced by any American automobile manufacturer permitted.

Lock-up transmissions/torque converters prohibited unless OEM equipped. One piece, stock type, steel torque converter required. Transmission-to-engine adapters permitted. Any gear change must occur as a result of an internal function of the transmission or from direct action by the driver. Pneumatic, electric, hydraulic, etc. shifters prohibited. Clutch not permitted with this type of transmission.

#### 2.14a TRANS BRAKES

Trans brakes are permitted.

## 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-lock permitted on front wheels only. Any other electric, pneumatic, or hydraulic device in the system is prohibited. Line-lock is prohibited on rear wheels/brakes.

### 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: Manual or power assisted aftermarket steering system permitted.

### 3.4 SUSPENSION, general

SUSPENSION, GENERAL: This eliminator is designed for stock chassis, stock frame rails, and stock type front suspension. Rear suspension is required to be stock. Back half type chassis prohibited.

## FRONT WHEEL DRIVE CONVERSIONS PROHIBITED.

### 3.4 SUSPENSION, FRONT

#### FRONT SUSPENSION:

3.4a) K-MEMBERS: Stock, aftermarket, or tubular type K-Members permitted. K-member may be modified in oil pan area to allow oil pan enlargement or removal.

3.4b) STRUT TOWER/UPPER SHOCK MOUNTING POINTS: OEM strut towers/shock tower required.

3.4c) CONTROL ARMS: OEM or aftermarket, stock-type replacement, control arms permitted.

3.4d) SHOCKS/STRUTS: Stock replacement type struts and shocks permitted in stock location. Coil-over front springs & shocks are permitted. Shocks & struts must resemble OEM components in length and type. Shocks must be stand-alone and may not be adjustable during run via electronic and/or other means. Electronic programmable shocks prohibited.

3.4e) SPRINGS: OEM replacement type aftermarket springs or coil over are permitted.

3.4f) COIL OVERS: Coil over shocks and struts permitted.

3.4g) CAMBER/CASTOR PLATES: Bolt on type camber plates permitted.

### 3.4 SUSPENSION, REAR

REAR SUSPENSION: Stock type suspension, including leaf springs or stock 3 or 4 link permitted. Rear coil-over shocks prohibited.

Stock Type Suspension: Stock type suspension may utilize aftermarket, direct replacement type suspension components including aftermarket replacement shocks, springs (in factory location), leaf springs (may be moved inboard), and/or control arms. 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. Aftermarket torque arms permitted, if OEM equipped with torque arm. Attachment point of torque arm on body or frame may be relocated, but OEM attachment point at rear end must be retained. Aftermarket leaf spring kits permitted.

3.4a) 4-LINKS: Racing style 4 link suspensions prohibited.

3.4b) LADDER BARS: Prohibited.

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

3.4d) PANHARD BARS: Panhard bars permitted to control lateral movement of rear end housing. Panhard bars must be located aft of rear end housing, and control only lateral rear end movement. Panhard bars may be welded.

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

3.4f) TORQUE ARMS: Permitted, only if OEM equipped or on vehicles converted from IRS. Must be NMCA accepted.

3.4g) REAR SHOCKS & SPRINGS: Aftermarket stock replacement style rear shocks and springs located in the OEM location (must bolt in to standard mounting locations) are the only permitted. Shocks must be stand-alone and may not be adjustable during run via electronic and/or other means. Electronic programmable shocks prohibited.

3.4h) TRACTION BARS: Bolt-on traction bars permitted provided front mounting point is no further forward than stock front spring eye on leaf spring equipped vehicles or stock

front mounting point for control arms on coil spring equipped vehicles. Weld-on conventional-type traction bars permitted.

### 3.6 WHEELIE BARS

WHEELIE BARS: Prohibited.

## 4: FRAME

### 4.4 FRAME

FRAME: Stock, unaltered frame rails required in front subframe. Subframes on unibodied cars may be joined under car. 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 for rear end clearance prohibited.

### 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 of 1 inch.

## 5: TIRES AND WHEELS

### 5.1 TIRES

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

TIRES–REAR: Accepted street-type D.O.T. Radial.. Drag radial tires must be suitable and designed for street use. Tire tread may not extend outside fenders. Tire shaving is prohibited. The following sidewall designation D.O.T. drag radial tires are permitted: 275/50/15 & 275/60/15.

5.1a) Permitted street-type D.O.T. radial tire list:

BFGoodrich Comp T/A Drag Radial

BFGoodrich G-force T/A Drag Radial

Nitto NT555R Drag Radials

Also accepted: any approved radial-construction tire with a D.O.T. tread wear rating of 180 or greater that fits all other criteria and sizing.

5.1b) Racing Slick Permitted. Radial Racing Slick Prohibited. Maximum actual measured tire size is as follows: Actual measured tread of tire is limited to 10.75 inches by 26.5 inches tall. Tire width will be measured by a “go-no go” gauge after conclusion of run at scale area. Tire tread may not extend outside fenders. Tire shaving is prohibited. Radial Racing Slick Prohibited.

### 5.2 WHEELS

WHEELS: Spindle-mount front wheels prohibited.

## 6: INTERIOR

### 6.1 INTERIOR

Interior, GENERAL: Must maintain stock appearance including; factory OEM 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 seats (2) in stock location are required. Rear seat may be removed when roll bar/roll cage is installed; 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: Stock O.E.M. or stock type steering column required. 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 appearances and profiles for year and make of body. Original O.E.M. body shell (unibody structure from firewall to taillight panel must be intact). Only 1950 & newer American production body styles permitted. Only lightweight body panels, steel, aluminum, or fiberglass, are restricted to hood, bumpers, and trunk-lid/hatch/deck-lid. 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 tops need to be operational in all classes that the windows are required to operate. All entries with convertible tops 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, spoiler, 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: Aftermarket rear spoilers permitted.

#### 7.5 FIREWALLS

Firewall: Stock, unaltered firewall required.

#### 7.6 FLOOR/TRUNK PAN

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 starting at “kickup” for rear end 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: OEM or aftermarket hood permitted. Aftermarket forward facing hood scoops prohibited. OEM forward facing hood scoops prohibited. Forward mounted scoops must be closed during competition. Cowl induction hoods restricted to a maximum of 6 inches tall as measured via the NMCA hood gauge, from the base of the hood where the hood meets the fender line along the entire length of the hood. The entire induction system must be completely covered by hood. Hood must be attached separately in a conventional manner and must be lift off or bolt on.

#### 7.9 WINDSHIELDS/WINDOWS

WINDOWS: OEM safety glass required. Driver and passenger windows must be closed during racing.

#### 7.10 BUMPERS

BUMPERS: Front and rear bumpers must be duplicates of originals and may be made of steel, aluminum, or fiberglass. License plate frame holders are not permitted to extend beyond flat surface of front bumper. No body components, bumper add-ons, or body kits are permitted to be added to the vehicle with the intent of increasing the frontal distance of the bumper for the purposes of breaking the infrared beams.

#### 7.11 FENDER SPLASH PANS

FENDER SPLASH PAN: Full, factory OEM or aftermarket inner fenders required. May be trimmed for header clearance.

#### 7.12 GRILLE

GRILLE: Stock grille required. Blocking of grille to prevent air passage is prohibited.

#### 7.13 WHEELWELLS

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

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

#### 7.14 RAM AIR/ENGINE AIR PANS

RAM AIR: Aftermarket ram air or air pans of any type prohibited. Headlights/Tail Lights/Hazard Lights may not be removed/modified for air induction. All entries may only get induction air from under hood.

#### 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.

#### 7.17 BODY KITS

BODY KITS: Accepted, commercially available body kits permitted. Filling in the lower valance for aerodynamic purposes prohibited.

#### 7.18 COWL AREA

COWL AREA: Complete OEM cowl required.

#### 7.19 FRONT FENDERS/FRONT FASCIA

FRONT FENDERS/FRONT FASCIA: Stock factory front fenders/front fascia required. May not be one-piece and/or removable.

### **8: ELECTIRCAL**

#### 8.1 BATTERY

BATTERY: Battery may be relocated. Charging systems including stock replacement alternator must be operative, may be relocated.

#### 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 ON BOARD DIAGNOSTICS\DATA RECORDERSONBOARD

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., prohibited. Stand-alone wide band oxygen sensors and recorders permitted, however device may not be capable of datalogging additional sensors and/or analog inputs, with the sole exception of tachometer signals. Any wide-band O2 device must be capable of only logging air/fuel ratio, and/or engine speed, and may not be run in closed loop with EFI or ignition system. Only a single O2 sensor is permitted to be installed in header collector only. "Playback" tachometers permitted (i.e. Autometer Dual Channel Ultimate II tachometers, and the use of its features). Laptops prohibited in vehicle.

#### 9.12 TOW VEHICLES:

Vehicles may be towed into the staging lanes ONLY. Tow vehicles MAY NOT proceed beyond the head or front of the staging lanes. NO TOW VEHICLES ALLOWED IN THE STARTING LINE AREA OR ALONG SIDE OF THE QUARTER MILE. Tow vehicles are required to use the pit area for entrance to the return road. 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 2012 NMCA rulebook and the safety requirements as found in the 2012 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.

## **13: TRUCK GUIDELINES**

1. Bedcovers permitted.
2. Tailgate must be closed during competition.
3. Fullsize and compact pickups permitted.
4. El Camino-type vehicles must participate under passenger-car rules.
5. Rear-window glass may be replaced with Lexan for the purpose of accepting rollcage bracing that extends rearward from the cab.
6. Accepted modifications permitted to allow removal of bed from frame without removal of roll bar or roll cage bracing.