

Pro Stock

General Overview

Pro Stock is a naturally aspirated class designed for 1950 & newer American production cars and trucks that are equipped with stock-type chassis and 10.5-inch wide tires. Pro Stock entries are permitted small block and big block engines up to and including a maximum of 565 ci (depending on combination). Pro Stock permits a variety of race-proven modifications and performance enhancements on stock bodied, stock appearing vehicles. Suspension is restricted to stock-type or ladder bars. Pro Stock 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.

Weight Breaks

ENGINE	BASE CI	BASE WEIGHT
Small Block	360	2550
Small Block	380	2700
Small Block	400	2800
Small Block	420	2900
Small Block	440	3000
Big Block	477	3350
Big Block	525	3375

Maximum cubic inch for all combinations – 565.

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

4150 style carburetor may deduct 25lbs

Entries using stock-type rear suspension may deduct 50 lbs.

All Mopar-Based Big Block Combinations – deduct 50 lbs from base weights.

Add 175 lbs for 10-14 degree small-block cylinder heads**

Add 100 lbs for 15-18 degree small-block cylinder heads**

All Pontiac Powered Combinations – deduct 225 lbs from base weights.

All (a)Buick Powered, (b)Oldsmobile Powered, and (c)AMC Powered Combinations – deduct (a)200 lbs, (b)250lbs, & (c)200 lbs from base weights.

Clutchless manual transmission – weight penalty of 75 lbs added to base weights.

2 speed OEM Powerglide Transmission deduct 25 lbs.

Mopar intake PN#P50074220 and P4532598 add 25 lbs.

*If actual cubic inch is more than base cubic inch listing, there will be a weight penalty of 5 lbs per cubic inch assessed to base weights, up to the maximum cubic inch permitted in the class.

** Small Block Ford Victor Cylinder Heads or TFS Twisted Wedge R SBF Heads will add 100 lbs irregardless of valve angle of cylinder head. (Does not include Victor II)

Note: All weights are with driver & rounded down to the 5 lbs increment. Ex: A calculated weight of 2968 lbs would be required to weight 2965 lbs with driver at scales.

Accepted Products:

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.

1: ENGINE

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: Any aftermarket (belt drive or electric drive) pump permitted.

COOLING FANS: Any permitted.

1.2 ENGINE

ENGINE: Engine must be a V-8 automotive type engine. Cross breeding of an engine to a different make of body permitted. Engine swapping permitted during event.

1.2a) **ENGINE DRIVE BELT SYSTEM:** Any permitted.

Water injection is prohibited.

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 complete exhaust system.

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

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

1.3c) **TAILPIPE & EXHAUST RULES:** Not required.

1.3d) **MUFFLER REQUIREMENTS:** Mufflers required. All exhaust gases released from engine must pass through muffler(s). Commercially available, conventional style (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. Collector-style 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 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.

1.6 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 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.

1.6c) NITROUS OXIDE: Prohibited.

1.9 OIL SYSTEM

OILING SYSTEM: Wet sump oiling system required. External oil pumps permitted. Any vacuum pump and/or evacuator system (header, or otherwise) permitted. Any oil pan 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

SUPERCHARGER: Prohibited.

1.15 BLOCK

BLOCK: Engine block is restricted to factory bore spacing. Any commercially available cast iron or aluminum engine block is permitted.

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 HEADS

HEADS, GENERAL: Pro Stock is intended for ported, high Performance "street/strip and race" 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.

1.17b) HEADS, MASS PRODUCED: Any mass produced, commercially available, NMCA approved, commonly available, cast aluminum or cast iron cylinder head is permitted. Low volume, one off, aluminum cylinder heads prohibited. Cylinder heads must be available to the public (generally available for the average consumer, with listed parts numbers, and sold by dealers).

1.17c) HEADS, BOLT PATTERN: Class is only permitted standard bolt pattern for cylinder head bolts and standard bolt pattern for intake manifold. Standard bolt pattern is defined as 'as produced from original manufacturer' bolt location & number of bolts.

Adapter plates may be utilized on exhaust side that permit modified exhaust header bolt pattern.

1.17d) HEADS, PORTING: Permitted.

1.17e) HEADS, WELDING/EPOXY: Prohibited.

1.17f) HEADS, VALVES: Any valve permitted. Bronze lined or replacement guides permitted.

1.17G) HEADS, MILLING: Flat and angle milling permitted. Small block heads have no limit to angle milling. Weight adders for small block heads will be assessed by actual valve angle as measured or by valve angle of original manufacture – whichever value is lesser (i.e. GMPP 15° heads must add 175# if angle milled to 14° or less, 100# if angle milled to 16°+) except where indicated in head list. Big block cylinder heads must maintain the original-production engine cylinder head valve angles +/- 3 degrees. For example, all Big Block Chevrolet cylinder heads must maintain a minimum of 23.0-degree intake/14.0 exhaust, to a maximum of 29.0 degree intake/20.0 degree exhaust, etc.

1.17h) HEADS, PUSHROD SLEEVES: Permitted, however the use of welding or epoxy to secure sleeves prohibited. Cylinder head may be cut for larger push rods.

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

1.17j) HEADS, PORT PLATES/ADAPTER PLATES: Port plates/adapter plates permitted on intake side of head. Port plates/adapter plates permitted on exhaust side of cylinder head restricted to a maximum thickness of one half inch (0.5”).

1.17k) HEADS, VALVE JOB: Any valve job permitted.

1.17l) HEADS, EXHAUST PORT: Small Block Chevrolet Only: Standard Version & Spread Port Versions of Accepted Heads Permitted. Symmetrical exhaust port prohibited. The following cylinder heads are the only accepted versions for the PRO STOCK class. No canted valve or symmetrical valve heads are accepted.

Small Block Ford

- Ford OEM Windsor 289/302/351/5.0 & Cleveland 2 bbl. & 4 bbl.
- Air Flow Research 165, 185, 205, 225, 1450
- Brodix ST 5.0, ST 5.0R, Track 1, T1, Track 1X (Heads may deduct 25 lbs from base weight)
- Canfield 20 Degree 197 cc, PN# 20450
- Edelbrock 60329, 60359, 60279, 60229, 60259, 60269, 7716, CNC #7716, 61269, 61309, 77219, 61299, 77289, 77299, 61099, 77099, 77089, 77269, 77309
- Edelbrock Victor Glidden II PN#77319 (regardless of valve angle add 175 lbs to base weight)
- FRPP GT-40, GT-40P, GT-40X, GT-40Y, J302, N351, V351, Z304
- Holley 5.0, PN# 300-573, 300-574, 300-575, 300-576, 300-577, 300-578, 300-579
- Trick Flow Specialties “Street Heat” Head, Std. & R, Track Heat
- World Products Roush 180/200, Windsor Jr/Sr, 023005, 023010
- Dart Pro 1 170, 195, 210, 225
- CFE Pro King #20013 (regardless of valve angle add 175 lbs to base weight)

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 Iron & Aluminum, Vortec (L31) 10239906, 12558062, 24502615, 24502580
- All Pro RR-245, 260 or 270LM-13, R260-288RE-13, R265 or 292RE-15, RR260-SP-17
- All Pro LS1-LS6 Hurricane, 15-degree only
- CFE BMF RR10 & RR230 Version Only – 23 Degree (Run at 15-18 degree small block weight add 100 lbs)
- 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, 77509, 77519, 77529, 77530
- Edelbrock LS1/Lingenfelter – 15 Degree, 61969, 61989
- 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, 10R1, 11, 11X, 12, 12X, 12X12, 15, 16, 18X, 18C)
- Dart Iron Eagle 165cc thru 230cc, Race Series 220cc, Pro 1 200/230cc, 14200000, 14300000, and 14100000
- Canfield 23-500 – 23 Degree, 23-600 – 23 Degree
- Trick Flow – 23 Degree and 3181B001, 3182B002
- GMPP 23-Deg Fast Burn Heads, # 12467713, Bowtie Std & Raised #10051101, 12480034
- GMPP LSXCT PN# 19166981, 19202985 (Run at 10-14 degree small-block weight regardless of valve angle add 175)
- GMPP LSXDR PN# 19166979, 19202986 (Run at 10-14 degree small-block weight regardless of valve angle add 175)• World Products S/R Torquer, Sportsman II 200 cc Iron & Alum
- World Products Motown 205 cc & 220 cc Iron & Alum
- World Products #023015, 025350, 025400, 025150/025250
- Pro Top Line Pro 23 Degree Iron & Alum Std & Raised Runner –215, 222, 256, 222, 256cc
- Pro Top Line 23 Degree Pro Lightning 180, 200, 223, 228, 242, 235cc Iron & Alum
- CFE Pro Comp #72013(regardless of valve angle add 150 lbs to base weight)

Chevrolet Big Block

- Chevrolet Factory OEM Iron & OEM Aluminum
- Brodix BB-1, BB-1 OEF1, BB-2, BB-2X, BB-2 Extra, BB-2 Plus, BB-3, BB-3X
- 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 Port PN#51539
- Edelbrock RPM XT Oval Port PN#51459
- Edelbrock RPM XT Rectangle Port PN#51559
- Edelbrock Victor PN#61409
- Edelbrock Victor PN#61419
- Edelbrock Victor PN#77609
- Edelbrock Victor PN#77459
- Edelbrock Victor Jr 24deg PN#77479
- Edelbrock Victor Jr 24deg PN#77489
- 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
- Pro Top Line Pro Thunder 320, 360 cc Alum & Iron
- CFE/BMF 350cc Big Block Chevrolet Head

Chrysler Small Block

- Chrysler Factory OEM Iron & OEM Aluminum
- Indy 360-1, 360-2
- Mopar Performance W2, W5, W7, W8, W9, P5007904
- Edelbrock Performer RPM, RPM 340
- Edelbrock Magnum Performer RPM PN#61769
- Edelbrock Magnum Performer RPM PN#61779
- Brodix B1-BA, B1-BA/MC

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, 77929
- Edelbrock B\RB PN# 77919
- Edelbrock B\RB PN#77939
- Edelbrock B\RB PN#77949
- Edelbrock RPM XT PN#51929
- Indy 440-1, 440-C, 440-SR, 440-1 CNC
- Bulldog Performance Standard 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 Standard Heads

Pontiac

- Pontiac Factory OEM Iron & OEM Aluminum
- Edelbrock Performer RPM Big Block
- Edelbrock Performer RPM PN#60589 NHRA
- All Pontiac APTHSFA400 (Run at Big Block Weight Break)
- Wenzler Series II (Not Super Chief)

Buick

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

AMC

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

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: Permitted.

1.19 CARBURETORS

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CARBURETORS: Single Holley 4500 style, single Holley 4150 style, and single Pro-Systems 95mm SV1 carburetors permitted on all combinations. Split carburetors prohibited (example: a Dominator, split and offset into two two-barrels). Maximum diameter of venturi on 4150 style carburetor is 1.587". Maximum diameter of throttle bore on 4150 style carburetor is 1.775". Maximum diameter of throttle bore on 4500 style carburetor is 2.000". Maximum diameter of venturi on SV1 carburetor is 3.543".

Maximum diameter of throttle bore on SV1 carburetor is 3.740". Standard-style boosters or conventional-type factory-style annular boosters are required on all four-barrel carburetors; aerosol annular boosters prohibited. SV1 carburetors must run as-produced boosters. 4150 style carburetors may deduct 25 lbs.

1.19a) CARBURETOR MODIFICATIONS: Any permitted.

1.20 FUEL INJECTION

Fuel Injection: Fuel injection must be electronic. Single throttle body required, maximum throttle body size 95mm. EFI 4 hole 4150 type throttle bodies are permitted, maximum throttle body size 1.750".

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

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

Maximum of 8 fuel injectors located in stock location.

1.21 INTAKE MANIFOLD

INTAKE MANIFOLD: All accepted intake manifolds must be commercially available, generally available, and mass produced. Intake manifolds must use OEM design bolt-pattern for accepted cylinder head. Cast aluminum, single carburetor type intake manifolds with a common plenum required for all carbureted combinations. Cast aluminum intake (or O.E.M. composite intake) with a common plenum required for all fuel injection entries. EFI entries only are permitted sheet metal or carbon fiber upper manifold with a common plenum. Two-piece OEM style EFI manifolds must bolt together. Carb-style manifolds must be one piece as cast and may be retrofitted for EFI fuel injectors. Porting, welding, or epoxy permitted on interior of intake only. The only exception to this is welding/epoxying fuel injector/nitrous bungs. Fabricated or carbon fiber manifolds prohibited. Carb spacers up to 2.200-inch permitted including gaskets. Tunnel rams of all types prohibited for EFI or carb applications.

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: Any crankshaft permitted.

1.27 CONNECTING RODS

CONNECTING RODS: Any connecting rods permitted.

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: 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, combustion 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: Maximum Dual disk clutch permitted. 2.4 DRIVESHAFT

DRIVESHAFT: Only steel or aluminum OEM, only steel or aluminum aftermarket, or only steel or aluminum fabricated driveshaft permitted.

2.11 REAREND

REAREND: Any automotive type rearend permitted.

2.12 MANUAL TRANSMISSIONS

MANUAL TRANSMISSIONS: OEM or aftermarket transmissions with a maximum of 5 forward speeds permitted. Clutchless models permitted. Any gear change must occur from direct action by the driver. Pneumatic, electric, hydraulic, etc. shifters prohibited. Vehicles using manual transmission must add 75 lbs to listed base weight. Torque converter not permitted with this type of transmission.

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 prohibited unless OEM-equipped (i.e. A.O.D). Trans brakes permitted. Automatic transmission entries run at listed base weights. Pneumatic, electric, hydraulic, etc. shifters prohibited. 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. Shocks must be stand-alone and may not be adjustable during run via electronic and/or other means. Electronic programmable shocks prohibited.

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 suspensions are permitted to be stock, ladder bars. Coil over shocks are permitted front and rear. Back half type chassis prohibited. **NO FRONT WHEEL DRIVE CONVERSIONS PERMITTED IN THIS ELIMINATOR.**

Vehicles utilizing rear stock-type suspension (as defined below) may deduct 50-lb from base weight. Stock-type suspension may be modified on vehicle (as defined above) with bolt-on, commonly available, stock replacement-type, traction aids such as slapper bars, Cal-trac bars, Southside bars, panhard bar, anti-sway bars, etc., and still receive weight break. Vehicles equipped with ladder bars or 4-link (weld-on or bolt-on) are not eligible for weight break. In order to receive stock suspension weight break, coil-over shocks may not be utilized on rear.

3.4 SUSPENSION, FRONT

FRONT SUSPENSION:

3.4a) K-MEMBERS: Aftermarket 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: Factory OEM strut tower required. For 1978 & earlier 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. 1974 and older vehicles using round tube, commercially available, strut/shock tower bolt in replacement kit, must add 50 lbs to base weight. (i.e. Heidt, Fatman, Smith Racecraft, etc.)

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

3.4d) SHOCKS/STRUTS: Aftermarket struts and shocks permitted provided stock attachment location used. 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: Aftermarket springs permitted.

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

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

3.4h) SPINDLES: Accepted, bolt-on, commercially available aftermarket spindles permitted.

3.4 SUSPENSION, REAR

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

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. Aftermarket leaf spring kits permitted.

3.4a) 4-LINKS: Stock or stock type 3 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. Racing 4 links prohibited.

- 3.4b) LADDER BARS: Welded on ladder bars using fabricated front cross member support permitted. Track locators permitted. Ladder bars permitted.
- 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: Permitted. Panhard bar must be located aft of rearend housing. Panhard bar may be welded.
- 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 electronic and/or other means. Electronic programmable shocks prohibited.
- 3.4h) 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:
Wheels must be non-metallic. May not be attached to rear bumper or bumper braces. May be 48 inches in length or not to extend past the rear bumper, whichever is longer. Length is checked from centerline of rear axle to center of wheelie-bar wheel. Add 50 pounds to base weight if using wheelie bars

4:FRAME

4.4 FRAME

FRAME: Stock, unaltered frame rails required in front subframe. Subframes on unibodied cars may be joined under car. Maximum size material to be used; 2" x 3" x 0.125" rectangular tubing or 1.625" O.D. inch round tubing (.118" MS or .083" CM). 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 and suspension 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 rearend clearance prohibited. 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 of 1 inch.

5: TIRES AND WHEELS

5.1 TIRES

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

TIRES–REAR: Racing slicks required. Radial Racing Slick Prohibited. Maximum actual measured tire size is as follows: Actual measured tread of tire is limited to 10.75 inches by 30.5 inches tall. Tire width will be measured by a “go-no go” gauge. Tire width and height will be measured after conclusion of run at scale area. Tire tread may not extend outside fenders.

5.2 WHEELS

WHEELS: Spindle-mount front wheels prohibited.

6: INTERIOR

6.1 INTERIOR

Interior, GENERAL: Must maintain stock appearance; including factory OEM dashboard. Heater/air conditioners may be removed. Master cylinder may be relocated to accommodate brake pedals & linkage.

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 aftermarket 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: Aftermarket pedals are permitted, but must remain in stock location in foot well.

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. Lightweight body panels restricted to hood/scoop, bumpers, doors, 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. Trucks (including El Camino) only may be permitted to have contingency decals placed on the sides of truck, rearward of the door jam."

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

FIREWALLS: Stock, unaltered firewall required. For Chevrolet Corvette, only if OEM equipped with stock fiberglass firewall; firewall may be replaced with a flat steel firewall, no thinner than .024, located in the OEM stock location. Replacement steel firewall must be one piece, fully attached along perimeter, and permanent in nature.

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 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, with the exception of removable floor-pan sections and/or transmission tunnel is permitted with a total of 144-square inches. Area of floor only between frame rails may be boxed ladder bar clearance. Floor may be boxed a maximum of 6 inches wide per side. Stock floor-pan must be retained between ladder bar boxes.

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 7 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: O.E.M. safety glass or Plexiglass, Lexan or other Shatter proof material 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: Front and rear bumpers may be duplicates of originals and may be lightweight. 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 PANS: Full, factory OEM or aftermarket inner fenders required. May be trimmed for header clearance.

7.12 GRILLE

GRILLE: Stock grille required. Clear Lexan may be inserted behind grill to block off air passages.

7.13 WHEELWELLS

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

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

7.14 RAM AIR/ENGINE AIR PANS

RAM AIR: Ram air system prohibited. Air pan permitted, but all entries may only get induction air from rear of hood/cowl area or under hood. Headlights/Tail Lights/Hazard Lights may not be removed/modified for air induction. Engine may not get air from forward facing source.

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 permitted if completed in a permanent manner (taping not permitted).

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: 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 electronics 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, and 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.

9.12 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 2010 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. Aftermarket spoilers are permitted but may not exceed 4 inches in height and no more than 13 inches in length measured from where it is attached to the tailgate. Spoiler may not be molded in and may be no lower than horizontal. Roof-mounted spoilers and/or wings prohibited. Movement or adjustment of spoilers prohibited during run.
2. Bed modifications permitted for wheeltubs.
3. Bedcovers permitted.
4. Tailgate must be closed during competition.
5. Fullsize and compact pickups permitted.
6. El Camino-type vehicles must participate under passenger-car rules.
7. Rear-window glass may be replaced with Lexan for the purpose of accepting rollcage bracing that extends rearward from the cab.
8. NMCA accepted modifications permitted to allow removal of bed from frame without removal of roll bar or roll cage bracing.