Pro Street

Class Overview

Pro Street vehicles are the fastest and quickest vehicles in the NMCA series. Pro Street provides the ultimate in street-legal drag racing with 6-second passes at over 200 MPH. Pro Street entries are permitted small block and big block engines . Single power adder naturally aspirated, supercharged, nitrous oxide, or turbocharged engine combinations are permitted using both gasoline and alcohol as fuel. Pro Street permits a variety of race-proven modifications and performance enhancements on from-the-ground-up, purpose-built vehicles. Pro Street class is for American production cars and trucks.

Qualifying Information, Ladder Type, & Tree

16 Car Qualified Field, NHRA Pro Ladder, .400 Pro Tree, Heads-Up. In situations where there are greater than 16 cars entered, and the field has not been filled with a full official 16 qualified cars, points standings of the entered vehicles will determine which of the non-qualified vehicles will be placed on the ladder.

Weight Breaks

ENGINE	POWER ADDER	MAX CI	BASE
Small\Big Block	Nitrous	530	2,000
Small Block	Turbocharged, Single	450	2,500
Small Block	Turbocharged, Twin	450	2,550
Small Block	Centrifugal Supercharged	450	2,500
Small Block	Roots Supercharged	450	2,525
Big Block	Naturally Aspirated	Unlimited	2,150
Big Block	Nitrous	650-739	2,400
Big Block	Nitrous	740-865	2,450
Big Block	Nitrous	866-910	2,475
Big Block	Turbocharged, Single	550	2,600
Big Block	Turbocharged, Twin	550	2,675
Big Block	Centrifugal Supercharged	550	2,575
Big Block	Centrifugal Supercharged	650	2,675
Big Block	Roots Supercharged	550	2,700

Maximum Cubic Inch – 915

If actual cubic inch is more than base cubic inch listing, there will be a weight penalty of 8.0 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 2842 would be required to weight 2840 with driver at scales.

<u>Weight Adjustments for all Combinations</u>

Entries using an OEM style torque converter assisted type automatic transmission (lock up or non-lock up) deduct 50 lbs.

Modular 4.6\5.4, 4valve\2valve engine deduct 200 lbs
Small Block with Stock OEM Deck height deduct 200 lbs.
Entries with 4.800, 4.900, and 5.000 bore spacing deduct 50 lbs
Twin Centrifugal Super Chargers permitted, must add 100lbs to SC base weight.
Maximum of 4.5 inch volute inducer bore maximum permitted for twin application.

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.

Class Guidelines
1: ENGINE
1.1 COOLING SYSTEM
RADIATOR: Permitted.
Water pump: Any aftermarket (belt drive or electric drive) pump permitted.
1.2 ENGINE:
Engine must be a 90 degree V-8 automotive type engine. Any internal modifications are permitted. Engine swapping permitted during event. Nitrous-assisted entries are unlimited cubic inches with a maximum bore center or 5.300. Turbocharged entries are limited to 550 cubic inches with a maximum bore center of 5.000. Supercharged entries are limited to 550 cubic inches. Maximum bore center on supercharged billet hemi cylinder-head entries is 4.900. 5.000 inches on all other supercharged entries.
1.2a) ENGINE DRIVE BELT SYSTEM: Any permitted.
Water injection is prohibited.
1.3 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.
1.3a) HEADERS & COLLECTORS: Any headers and/or collectors permitted.
1.3b) EXHAUST TUBING/SIZE: Any exhaust tubing size permitted.
1.3c) TAILPIPE & EXHAUST RULES: Not required.
1.3d) MUFFLER REQUIREMENTS: Mufflers permitted.
1.5 FUEL-DELIVERY SYSTEM
Electric, mechanical, or belt driven fuel pumps permitted. Pressure regulators and any line size permitted. All fuel lines must originate and return to a single, non-segmented, fuel cell. 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.
1.6 GASOLINE:
1.6a) GASOLINE: Gasoline as outlined here is the one of the acceptable fuels for use in this eliminator. The NMCA reserves the right to check gasoline at any time during

competition. Gasoline, as defined by the NHCA rulebook, is a mixture of hydrocarbons only. SPEC FUEL: Not required.
1.6b) ALCOHOL:
ALCOHOL: Alcohol as outlined here is one of the acceptable fuels for use in this eliminator for all naturally aspirated, super charged, and turbo combinations. The NMCA Racing Association reserves the right to check alcohol at any time during competition. Alcohol must be pure U.S. federal grades A and AA without the addition of chemical additives, masking agents, or any other substance. 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
Any accepted nitrous system permitted, including systems with multiple stages, solenoids, nozzles, or plates in the nitrous oxide system. Push systems permitted. 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.
1.6d) PUSH SYSTEMS: Permitted
1:8 LOWER ENGINE CONTAINMENT 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 3inches above ground.
1.9 OIL SYSTEM
Any oiling system permitted. Any vacuum pump and/or evacuator system (header, or otherwise) permitted. Any oil pan permitted.
1.10 SUPERCHARGER:
Multi-staged forced supercharged induction systems are prohibited.
ROOTS TYPE SUPERCHARGER: Supercharger is limited up to a 14:71 high helix with an inside case length of 19 inches or smaller. High Helix Supercharger maximum overdrive limited to 29.0%. Non-Hemispherical, Wedge Style cylinder head, High Helix Supercharged combinations maximum overdrive limited to 45.0%. Conventional headed, iron block combination with (non-High Helix) Roots Superchargers (ie. 6-71, 8-71, 10-71, 12-71, and 14-71) are permitted to run any amount of overdrive. Manufacturer's identification must be clearly visible on all drive pulleys. Screw type supercharger prohibited. Injection of any liquid, gas, or any other substance into the inlet or exhaust housing prohibited. Overdrive or underdrive units are prohibited in any part of the drivetrain. Two (2) forward shifts mandatory (split-shifting prohibited). 3-speed transmission with 2 planetaries maximum. Only single centrifugal superchargers permitted.
SINGLE CENTRIFUGAL SUPERCHARGER:
Inlet diameter – internal OD 5.250-inch maximum, impeller inducer diameter 5.150-inch maximum, impeller exducer diameter 8.000-inch, discharge diameter – external 4.00-

inch, housing diameter (greatest external diameter of housing not to include discharge) – 12.0-inch maximum.
Injection of any liquid, gas, or any other substance into the inlet or exhaust housing prohibited. Supercharger compressor wheel must be constructed of cast or billet aluminum. Exotic material wheels prohibited.
1:11 PULLEYS/CHAINS/BELTS: Belt driven permitted. Fuel and/or oil lines must be shielded wherever they pass the supercharger drive belt. Either a belt guard or fuel/oil line guard may be used. Chain driven supercharger permitted only with SFI approved chain shield.
1.15 BLOCK:
Any internal modifications permitted. Any generally available engine block is permitted, cast iron or aluminum.
1.16 ENGINE LOCATION/MOUNTS:
Maximum allowable engine setback from the centerline of the number-one spark-plug hole to the centerline of the front spindle is 10% of the wheelbase of the car.
1.17 HEADS:
Any commercially available cast aluminum, iron, or billet two-valve per cylinder heads permitted. Cylinder heads must be overhead valve single spark plug per cylinder design.
1.18 VALVETRAIN: Any valvetrain permitted.
1.19 CARBURETORS:
Entries may use single or dual four-barrel carburetors that are commercially available. Split carburetors permitted (example: a Dominator, split and offset into two two-barrels).
1.21a) CARBURETOR MODIFICATIONS: Any permitted.
1.20 FUEL INJECTION:
Fuel injection must be mechanical or electronic, maximum 8 throttle plates. Fuel-injected entries will race at the same weight as carbureted entries.
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: Any intake manifold with any modifications permitted.
1.22 SOLENOIDS: Any amount or type of solenoids permitted.
1.23 TURBOCHARGERS
1.23a) SINGLE TURBOCHARGER: Accepted single turbochargers are permitted with the following requirements: Turbocharger must be of conventional impeller and housing design and type. Turbocharger is limited to a maximum size of 118.0 mm/4.645” - 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 4.725” where the leading edge of the compressor wheel meets the housing.
1.23b) TWIN TURBOCHARGERS: Accepted twin turbochargers are permitted with the following requirements: Both turbochargers must be of conventional impeller and housing design and type. Twin turbochargers are limited to maximum size of 88 mm/3.465” - 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 3.545” where the leading edge of the compressor wheel meets the housing.
1.23c) Turbo Compressor Wheels: Compressor wheel to housing clearance must maintain a maximum of 0.080” clearance beginning from a) where the leading edge of the compressor wheel meets the inlet of the compressor housing to b) the transition point

where the trailing edge of the compressor wheel meets the volute. Housings may be modified (i.e. slits in housing) 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. Exotic material wheels prohibited. The tips of the impeller wheel may not be stepped, cut down, or notched to meet impeller tip-to-tip dimension. (.500-inch will define the tip of the impeller wheel). Compressor wheel and housing may not be stepped, notched, or clipped; e.g., the contours must be continuous features from the inducer to the wheel exducer. Reducers prohibited. NHRA Pro Mod Turbo Prohibited.

1.24 AFTERCOOLER/INTERCOOLER

Aftercooler(s)/Intercooler(s), 2 maximum, permitted only on forced induction entries. Individual aftercoolers/intercoolers may not be staged or in series. 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

Any single power adder (nitrous oxide, supercharger, and turbocharger) permitted with engine combination. See sections 1.6, 1.10, 1.11 & 1.23.

1.26 CRANKSHAFT: Any crankshaft permitted.

1.27 CONNECTING RODS: Steel, aluminum, or titanium only connecting rods permitted.

1.28 HEAD GASKETS & QUENCH AREA: No restrictions.

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

1.30 BOOST CONTROLLERS: Any boost controller(s) permitted.

1.31 WASTEGATE & PRESSURE REGULATOR: No restrictions.

1.32 VISIBLE COATINGS: Permitted.

1.33 “O” RINGING OF BLOCK: Permitted.

2: DRIVETRAIN

2.3 CLUTCH

Clutch operation must be manually applied and disengaged with foot during run, without the assist of electric, hydraulic or pneumatic devices. Multi stage, variable release of any description is prohibited. Lock up Permitted. Throwout bearing must release all fingers or levers simultaneously. Clutch meeting SFI spec 1.1, 1.2, 1.3, 1.4, or 1.5 mandatory. FLYWHEEL: shield meeting SFI Spec mandatory.

2.4 DRIVESHAFT: Any permitted.

2.11 REAREND:

Any automotive type rearend permitted. Maximum rear end gear ratio 4.57-to-1 for supercharged and turbocharged entries.

2.12 MANUAL TRANSMISSIONS

OEM or aftermarket transmissions with a maximum of 5 forward speeds permitted, including “clutchless” models. Manual lever shifters are permitted. Pneumatic shifters are permitted. Electric or pneumatic shifting devices permitted on all transmission types. Must be controlled by a preset engine RPM and\or Time functions only. Torque converter not permitted with this type of transmission.

For ROOTS supercharged engines: 3-gears maximum. 1 to 1 relationship mandatory in 3rd gear. Overdrive or underdrive units are prohibited in any part of the drivetrain. Two (2) forward shifts mandatory (split-shifting prohibited). 3-speed transmission with 2 planetaries maximum.

2.13 PURPOSE BUILT TRANSMISSIONS

Any purpose built transmission with a maximum of 5 forward speeds utilizing a clutch permitted. Electric or pneumatic shifting devices permitted on all transmission types. Must be controlled by a preset engine RPM and\or Time functions only. For ROOTS supercharged engines: 3-gears maximum. 1 to 1 relationship mandatory in 3rd gear. Overdrive or underdrive units are prohibited in any part of the drivetrain. Two (2) forward shifts mandatory (split-shifting prohibited). 3-speed transmission with 2 planetaries maximum.

2.14 AUTOMATIC TRANSMISSIONS

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

AUTOMATIC TRANSMISSIONS: Any OEM American transmission or a replica of an OEM American transmission that uses planetary gears permitted. Three forward speeds maximum. Transmission-to-engine adapters are permitted. Lock-up transmissions/torque converters permitted. Transbrake permitted. Electric or pneumatic shifting devices permitted on all transmission types. Must be controlled by a preset engine RPM and\or Time functions only. Clutch not permitted with this type of transmission. For ROOTS supercharged engines: 3-gears maximum. 1 to 1 relationship mandatory in 3rd gear. Overdrive or underdrive units are prohibited in any part of the drivetrain. Two (2) forward shifts mandatory.

3: BRAKES & SUSPENSION

3.1 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 may be a function of the driver's foot or use of a handbrake. Line lock permitted on front wheels only. Any other electric, pneumatic, or hydraulic device in the system is prohibited.

3.2 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. OEM or aftermarket coil over shocks permitted.

3.3 STEERING: Any type steering permitted.

3.4 SUSPENSION

All cars must have a full racing suspension system, both front and rear. Rigid mount front and/or rear axles prohibited.

3.6 WHEELIE BARS

All wheelie bars must have a non-metallic wheel. Wheels must turn freely at starting line. Wheel preload is prohibited. Using the wheelie bar as a "fifth wheel" sensing device is prohibited. Hydraulic, pneumatic, electronic, etc. or any other adjustment or movement during run is prohibited.

4: FRAME

4.4 FRAME: Any fully suspended frame (purpose built or otherwise) that passes NHRA safety standards permitted. NHRA-certified roll cage required.
4.5 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.
4.6 CHASSIS
Chassis must have a current NHRA\IHRA certification. Serialized sticker must be affixed to roll cage. All vehicles must conform to the SFI spec for the body style used.
4.12 WHEELBASE
Entries may compete with 100 inches minimum to 115 inches maximum for cars. Maximum of 125 inched for mid size trucks. Maximum of 140 inches for full size trucks Maximum variation from left to right and front to back of 2 inch.

5: TIRES AND WHEELS
5.1 TIRES
TIRES–FRONT: Front tires must have a minimum tread width of 4.5 inches and maximum height of 25 inches.
TIRES–REAR: Street type or racing slicks permitted. Tire tread may not extend outside fenders.
5.2 WHEELS
Spindle-mount front wheels permitted. Rear wheels measuring 16x16 inches with double bead lock or liners mandatory. Modifications and \or lightening prohibited.

6: INTERIOR
6.1 INTERIOR
Interior: Stock type, aftermarket, or fabricated pedals and linkage permitted. Master cylinder may be relocated to accommodate brake pedals & linkage.
6.4 CARPET: not required.
6.5 SEATS: One aftermarket seat is required.
6.6 DOOR PANELS: Door panels required.
6.7 STEERING COLUMN: Aftermarket steering column permitted. Removable steering wheel permitted.
6.8 GAUGES: Aftermarket gauges permitted.
6.9 PEDALS/PEDAL LOCATION: Aftermarket pedals and linkage are permitted.

7: BODY
BODY: Only American production body styles permitted. Steel, aluminum, fiberglass, and carbon fiber body parts permitted. Hood may be hinged, lift off, or part of removable front end. Trunk lid may be hinged or lift off. Front overhang is prohibited from exceeding 45 inches forward of the front spindle unless factory OEM body design exceeds 45 inches. NMCA approved additions may be added to the front of any vehicle to reach the 45 inch maximum. Funny car bodies prohibited. Front fenders and front fascia may be one-piece unit. Body must be finished and painted.
Alterations or aerodynamic modifications such as “chopped tops”, “channeling”, “sectioning”, “shortening” or “scaling down” would be permitted with express written

consent of the NMCA rules committee. Racer must supply information to NMCA for approval.
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, wing, etc.
CONTINGENCY DECALS: In order to be eligible for NMCA official contingency program, all contingency decals are required to appear rear of the front door jam on the body, on rear quarter windows, or rear window. 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.
Pro Street category must have the accepted NMCA windshield decal installed either a) entirely on the top portion of the windshield or b) partially on the top portion of the windshield and partially on the roof line, with the entire base of the NMCA banner at the minimum touching the top of the windshield. No other decal may appear on the top of the windshield. "Other" decals may be placed at the base of the windshield or on any portion of the bodywork.
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: Maximum width including spill plates and attachment points to be no wider than the widest portion of the body behind the "B" post.
Spoilers must be stationary during entire run. A positive locking device to prevent movement required. Spring loaded spoilers prohibited.
Any spoiler that does not follow these guidelines is prohibited.
Spoiler and wing must be approved by NMCA tech department.
7.5 FIREWALLS
Firewall may be stock or fabricated, in any location. Material used must be no less than .024 inch thick steel or .032 inch thick aluminum.

7.6 FLOOR/TRUNK PAN/TRANSMISSION TUNNEL
FLOOR: Floor/ trunk pan/transmission tunnel modifications are permitted. Replacing stock floor/trunk pan/transmission tunnel with a minimum of.024 inch thick steel or .032 inch thick aluminum permitted. Magnesium is prohibited.
7.7 HOOD/SCOOP
OEM, fiberglass or carbon fiber hood and /or scoop permitted. Forward-opening or rear-opening scoops permitted. One opening only permitted. Induction must be completely covered by hood, bubble, or scoop. Hood may be part of the front fenders and may remove as one piece. Scoop need not be part of the vehicle hood.
The induction on roots type supercharged entries may protrude through the hood.
7.8 WINDSHIELDS/WINDOWS
WINDOWS: NHRA-accepted safety glass, or one eighth-inch thick polycarbonate material, such as Lexan MR 4000 mandatory. 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. Minimum 4-inch diameter opening on side windows on all entries permitted.
7.10 BUMPERS
Front and rear bumpers must be duplicates of originals and may be made of any light weight materials. Hole in front bumper for the purpose of air induction is limited to one hole, 9 inch maximum diameter. 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. NMCA approved additions may be added to the front of any vehicle to reach the 45 inch maximum overhang forward of the front spindle.
7.11 FENDER SPLASH PANS: Not required.
7.12 GRILLE: Must have original appearance and profiles for body used. May be made of lightweight materials. Blocking grille to prevent air passage is permitted.
7.13 WHEELWELLS
Material used to add to the width of the inner wheelwell may be steel, aluminum, fiberglass or carbon fiber. Rear wheelwells must be separate for each tire.
FENDERS: Leading and trailing edges of fenders may be trimmed for tire clearance, maximum 2".
7.14 RAM AIR/ENGINE AIR PANS
Commercially available or fabricated ram-air unit permitted. Headlights may not be removed/modified for air induction.
7.15 DOORS
Driver and passenger doors must be functional and operable from inside and outside of vehicle.
7.16 AERODYNAMICS
Taping of any body parts, seams, or front end prohibited. Removal of side mirrors permitted. See section 7.17.
7.17 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 not required.

7.19 FRONT FENDERS/FRONT FASCIA: May be one-piece and/or removable.

8: ELECTIRCAL\ CONTROL

8.1 BATTERY/CHARGING SYSTEM

BATTERY: Battery may be relocated. Charging systems optional.

8.3 IGNITION

Maximum of one distributor or magneto permitted. Electronic ignitions permitted. Any distributor drive system permitted. Multiple coils permitted.

8.5 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, throttle stops, etc. 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 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.

9.7 BOTTLES

All bottles must be securely mounted, stamped with a minimum DOT–1800lb. rating, and identified as nitrous oxide. Bottles located in driver's compartment must be equipped with the correct relief valve per manufacturer recommendations and vented outside the driver's compartment. Bottles are limited to two 25-lb. bottles. 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.

9.12 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 and pass the scales to retrieve a contestant in the shutdown area.

10: DRIVER

10:1 APPAREL & APPEARENCE:

This category is considered one of the premier classes in the NMCA and the highest level of professionalism will be required by any and all crewmembers assisting in the starting line area. Each crew-member of a participant must display in plain site the proper restricted area credential indicating the class and car number they are assisting. Each credentialed crew-member must be fully attired in **MATCHING ATIRE** when on the starting line or competition areas. Any crew member not wearing a team uniform MUST REMAIN BEHIND THE GUARD WALL OR IN BACK OF THE BURN- OUT AREA DURRING THE PASS.

10.4 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

Vehicle may retain day light appearance. Tail light required to be functional.