# Super Street

General Overview
Super Street 10.5W vehicles are the fastest and quickest vehicles in the NMCA series designed for stock bodied vehicles. Super Street 10.5W entries are permitted small block and big block engines up to and including a maximum of 830 ci depending on combination, and compete with up to a 33x10.5"W" tire. Single power adder supercharged, nitrous oxide, or turbocharged engine combinations are permitted. Super Street 10.5W class is for 1950 and newer American production cars and trucks. Full tube chassis vehicles prohibited.

Qualifying Information, Ladder Type, & Tree
All Run, NHRA Pro Ladder, Pro .400 tree, Heads-Up.

Weight Guide:
Base Weights

| POWER ADDER | Engine | Base CI | Weight |
|---|---|---|---|
| Naturally Aspirated | SB/BB | 650 | 2,400 |
| Naturally Aspirated | SB/BB | 740 | 2,500 |
| Naturally Aspirated | SB/BB | 830 | 2,600 |
| Nitrous | SB | 499 | 2,350 |
| Nitrous | BB | 525 | 2,400 |
| Nitrous | BB | 575 | 2,450 |
| Nitrous | BB | 650 | 2,500 |
| Nitrous | BB | 770 | 2,700 |
| Nitrous | BB | 865 | 2,800 |
| Single Turbo (106) | SB/BB | 480 | 2,800 |
| Single Turbo (106) | BB | 550 | 3,000 |
| Single Turbo (118) | SB/BB | 480 | 2,850 |
| Single Turbo (118) | BB | 550 | 3,050 |
| Twin Turbo (88) | SB/BB | 480 | 2,850 |
| Twin Turbo (88) | BB | 550 | 3,150 |
| Supercharged | SB/BB | 480 | 2,700 |
| Supercharged | BB | 550 | 2,800 |
| Supercharged | BB | 650 | 2,900 |

Weight Adds/Deducts:
Clutch-equipped transmissions add 50 lbs
Nitrous combinations with single carb or single 4 barrel throttle body deduct 50 lbs
Intercooler prohibited with methanol.
Entries with non-stock firewall and\or non-complying front suspension must compete with additional 50 lbs weight adder.
4.6 and 5.4L Modular Motor Ford combinations deduct 100lbs from base weight
Twin Super Chargers permitted, must add 100lbs to BB SC base weight. Maximum of 4.5 inch volute inducer bore maximum permitted for twin application.
Maximum cubic inches for all combinations - 865 CI.

*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.

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
RADIATOR: Not 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 engine. Internal modifications are permitted. Cross breeding of an engine to a different make of body permitted. Engine swapping permitted during event. Big block and small block engines are limited to a maximum of 830 cubic. Only a single power adder is permitted.
Water injection is prohibited.
1.3 EXHAUST
EXHAUST: Any exhaust permitted.
1.3a) HEADERS & COLLECTORS: Any headers and/or collectors permitted.
1.3d) MUFFLER REQUIREMENTS: Mufflers permitted.
1.5a) FUEL-DELIVERY SYSTEM
DELIVERY SYSTEM: All fuel lines must originate and return to a single, non-segmented, fuel cell or OEM fuel tank. A valve for removal of fuel (gasoline) during technical inspections is mandatory.
1.5b) NITROUS OXIDE DELIVERY SYSTEM: Any method of artificially cooling the nitrous line is prohibited (cool cans, ice, Freon, etc.).
1.6 GASOLINE
1.6a) GASOLINE: Gasoline as outlined here is one of the acceptable fuel for use in this eliminator. The NMCA reserves the right to check gasoline at any time during competition. Gasoline, as defined by the NHRA rulebook, is a mixture of hydrocarbons only.
1.6b) NITROUS OXIDE: NITROUS OXIDE: Any NMCA accepted multi-stage nitrous system 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. One continuous,

uninterrupted (no coiling) nitrous line permitted from nitrous bottle to engine. One valve between bottle and engine permitted. Maximum length of nitrous supply line from bottle to nitrous supply solenoid is 15ft. Line from valve to engine must be dead line. (Dead Line is a line that cannot store or hold nitrous oxide when the nitrous oxide system is not in use.)

1.6c) 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.

1.6d) NITROUS PUSH SYSTEMS PERMITTED:

1:8 LOWER ENGINE CONTAINMENT DEVICE:

Oil Retention Device: 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

OILING SYSTEM: Any oiling system permitted. Any oil pan permitted.

1.10 SUPERCHARGER

Any single centrifugal superchargers permitted. Roots supercharger Prohibited.

SINGLE CENTRIFUGAL SUPERCHARGER: Any single centrifugal racing supercharger permitted. 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. Twin Centrifugal supercharger permitted.

1.11 BLOWER DRIVE SYSTEM: Direct Gear Drive, Belt-style, or Chain drive system 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

BLOCK: Any commercially available engine block is permitted, cast iron or aluminum. Maximum cubic inch is 830 CI for all combinations.

1.16 ENGINE LOCATION/MOUNTS

ENGINE LOCATION\MOUNTS: Block and/or heads must not touch stock firewall or cowl area.

1.17 HEADS

HEADS, GENERAL: Any cast aluminum, billet, or cast iron heads are permitted. . Cylinder heads must be overhead valve single spark plug per cylinder design. One-off or custom made cylinder heads prohibited.

1.18 VALVETRAIN

VALVETRAIN: Any permitted.

1.19 CARBURETORS

CARBURETORS: Any combination is permitted. A maximum of two four-barrel carburetors, with no weight adder. Split carburetor permitted (example: a Dominator, split and offset into two two-barrels).

1.20 FUEL INJECTION

FUEL INJECTION: Fuel injection must be electronic. Fuel-injected entries will race at the same weight as carbureted entries.

1.21 INTAKE MANIFOLD

INTAKE MANIFOLD: Any intake manifold permitted for all combinations.

1.22 SOLENOIDS

SOLENOIDS: Any amount or type of solenoids permitted.

1.23 TURBOCHARGERS

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1.23a) SINGLE TURBOCHARGER: Accepted single turbochargers are permitted with the following requirements: Turbocharger must be of conventional impeller and housing design and type. Big Block Turbocharger is limited to a maximum size of 118.0 mm/4.173" - 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 4.253" where the leading edge of the compressor wheel meets the housing. 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 4.726" 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/INTERCOOLER: Permitted

1.25 POWER ADDERS

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

1.30 BOOST CONTROLLERS

BOOST CONTROLLERS: Electronic or automated boost controllers permitted.

**2: DRIVETRAIN**
2.3 CLUTCH
Vehicles equipped with clutch must add weight.
2.4 DRIVESHAFTDRIVESHAFT: Any 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, including "clutchless" models. Any gear change must occur from direct action by the driver. Manual lever shifters are permitted. Pneumatic shifters are permitted (air/button activated only – single & separate button per gear required), however no wiring (and/or electrical-type solenoids/switches) permitted in shifting mechanism/process. RPM-activated or automated shifters, of any type, are permitted. Electric, hydraulic, etc., shifters permitted. Torque converter not permitted with this type of transmission.
2.13 CONVERTER-EQUIPPED TRANSMISSIONS
Any OEM automatic or purpose built manual transmission (i.e. Bruno, Lenco Drive, etc.) with a maximum of 5 forward speeds utilizing a torque converter permitted. Pneumatic, electric, hydraulic, etc. shifters 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 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.
3.4 SUSPENSION, GENERAL
SUSPENSION, GENERAL: This eliminator is designed for "Back-half-type" chassis, with stock front clips, stock front frame rails, and stock type front suspension. Complete stock front frame rails from the firewall forward must be retained. Front frame horns may be modified for fitting of removable front end.
FRONT WHEEL DRIVE CONVERSIONS PERMITTED IN THIS ELIMINATOR.
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 model years, OEM strut tower/shock tower may only 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. Modifying of strut or shock towers allowed for header and engine clearance only. Must retain at least

50% of the original tower. Top plate may not be modified except mounting holes may be moved.
3.4c) CONTROL ARMS: OEM or tubular stock type control arms permitted in stock location.
3.4d) SHOCKS/STRUTS: Aftermarket struts and shocks permitted in stock location.
3.4e) SPRINGS: Aftermarket springs permitted.
3.4f) COIL OVERS: Coil over shocks and struts permitted.
3.4g) CAMBER/CASTOR PLATES: Bolt on type camber plates permitted.
3.4h) SPINDLES: Accepted, bolt-on, commercially available aftermarket spindles permitted.
3.4 SUSPENSION, REAR
SUSPENSION, REAR:
3.4a) Stock-type, 4-link, or ladder bar rear suspension required. Panhard bars, track locators, sway bars, and torque arms are accepted. Any rear shocks are permitted.
3.6) WHEELIE BARS
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
FRAME: Stock, unaltered frame rails required in front subframe. Rear subframe may be moved in or "C'd" for tire clearance and suspension components. 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 1inch.

**5: TIRES AND WHEELS**
5.1 TIRES
TIRES–FRONT: Front tires must have a minimum tread width of 4.5 inches.
TIRES–REAR: Street type or racing slicks required. Vehicle must be equipped with approved tires. Acceptable sizes include those stamped 31x10.5W, 33x10.5W, 29x10.5, or smaller. Maximum measured tread width at all times is 12.0-inches, and measured circumference is 105.0 inches. 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.
5.2 WHEELS
WHEELS: Spindle-mount front wheels permitted.

**6: INTERIOR**

6.1 INTERIOR
Interior, GENERAL: Must maintain stock appearance; including factory OEM-look dashboard.
6.4 CARPET
CARPET: Floor and tunnel where visible must be upholstered, carpeted, painted or anodized.
6.5 SEATS
SEATS: Single driver seat must be in stock location and the centerline of the driver's shoulder must not sit behind the plane of the door jam.
6.6 DOOR PANELS
DOOR PANELS: Door panels required.
6.7 STEERING COLUMN
STEERING COLUMN: Aftermarket steering column permitted. Removable steering wheel permitted.
6.8 GAUGES
GAUGES: Any permitted.6.9 PEDALS/PEDAL LOCATION
PEDALS/PEDAL LOCATION: Aftermarket pedals and linkage are permitted, but must remain in stock location in foot well. Master cylinder may be relocated to accommodate brake pedals & linkage.

**7: BODY**
7: BODY
BODY: Vehicle must retain original appearances and profiles for year and make of body. Only 1950 & newer American production vehicles permitted. The following items must be Factory OEM: (quarter panels, pillar posts, door jambs, and roof.) Lightweight body panels restricted to: front end/fenders, doors, hood/scoop, bumpers, and trunk-lid/hatch/deck-lid. Doors must be OEM appearing, have a functional door latch, and must function in OEM-style. Fiberglass fenders must be bolt-on replacements and have OEM appearance and function. Carbon Fiber is an acceptable lightweight substitute for Fiberglass. One-piece front ends (fenders and front valance/bumper) are permitted, but must retain OEM appearance. Hood must be separate from the front end. Driver and passenger doors must be functional and operable from inside and outside of vehicle. Front fender opening dimensions must be OEM stock. Hood and/or trunk lid must be hinged or lift off. Hood, doors, and trunk lid must be attached separately and must be operable. Front overhang is prohibited from exceeding 45 inches forward of the front spindle unless factory OEM body design exceeds 45 inches.
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 rear of door jam (B-post) on the rear quarter windows, rear window, or body in a clear and organized fashion. Contingency decals may not be overlapped or modified. Other decals and sponsorship (non-contingency) may appear on bodywork, front end, and on windows.
NMCA REQUIRED DECALS: The following decals are required for competition in NMCA events.

NMCA Windshield Decal – must be installed on top of windshield. This NMCA decal must be the only decal on top of windshield. Other vehicle sponsor decals may be placed at base of windshield.
NMCA 2012 Drag Racing Series "Side" Decals – must be installed on each side of vehicle on quarter windows.
Class Sponsor Decal – class sponsor decal must be installed on base of windshield on the passenger side.
Permanent Numbers – permanent numbers are required for competition in this class.
Sponsor Shootout Decal-Competitors must prominently display the sponsor's official shootout logo directly behind the head light, on each front bumper, on both sides of the vehicle, using the official decal supplied by NMCA.
7.2 SPOILERS
REAR SPOILER: Rear spoilers permitted. Rear spoiler may not be molded into body (Pro Mod Style).
Spoilers must be stationary during entire run.
7.4FIREWALLS
FIREWALL: Stock firewall required. Firewall may be notched for clearance for bell-housing, distributor, blower, or intercooler. 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.
7.5 FLOOR/TRUNK PAN
FLOOR: Floor/ trunk pan/transmission tunnel modifications are permitted.
7.6 HOOD/SCOOP
HOOD/SCOOP: HOOD\SCOOP: Any bolt-on or lift-off hood and/or scoop permitted. Scoop need not be part of the vehicle hood. Hood must be separate from the front end and be removable.
7.8 WINDSHIELDS/WINDOWS
WINDOWS: Only O.E.M. safety glass or Lexan permitted. Window tint is prohibited forward of the "B" pillar.
7.10 BUMPERS
BUMPERS: No body components, bumper add-ons (filled lower valance permitted), spill plates, chin spoilers, body kits, license plate frames, etc. are permitted to be added to the nose of the vehicle.
7.11 FENDER SPLASH PANS
FENDER SPLASH PANS: Full, factory OEM or aftermarket inner fenders required. May be trimmed for header clearance.
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.
7.17 BODY KITS
BODY KITS: Accepted, commercially available body kits permitted.
7.18 COWL AREA

COWL AREA: Cowl area of vehicle must be unaltered except for modifications necessary to install aftercooler/intercooler equipment.
7.19 FRONT FENDERS/FRONT FASCIA
FRONT FENDERS/FRONT FASCIA: Stock appearing front fenders and stock appearing front fascia required.
7.20 TRUNK/HATCH
TRUNK/HATCH: Must be hinged or lift off.

**8: ELECTRICAL**
8.3 IGNITION: Any battery operated ignition permitted. Any distributor drive system permitted.
8.5 STARTER
STARTER: All entries must be self-starting with on-board starter.

**9: SUPPORT GROUPS**
Bracket racing aids such as optical sensors, delay boxes, stutter boxes, etc. prohibited. Throttle stops prohibited. The application or use of any device, mechanical or electronic that permits the driver to ascertain the position of their vehicle in relation to the starting line is prohibited.
**9.2 ONBOARD DIAGNOSTICS/DATA RECORDERS**
ONBOARD DIAGNOSTICS/DATA RECORDERS: Onboard diagnostics and data recorders used to monitor and record parameters such as a driveshaft speed, acceleration, nitrous timing, chassis strain, suspension travel etc., permitted. Wide band oxygen sensors permitted. "Playback" tachometers permitted (i.e. Autometer Dual Channel Ultimate II tachometers, and the use of its features). Laptops permitted in vehicle.
9.8 TOW VEHICLES:
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 sight 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
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. Complete sealed beam headlamp lenses, running lights, or NMCA accepted replica headlamps (i.e. painted on, or decals) and tail lamps assembly must be installed. Vehicle may retain day light appearance. 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.