

Xtreme Street

Class Overview

Xtreme Street is designed for small block and big block single power adder 1950 and newer American production vehicles. Supercharged and nitrous oxide engine combinations are permitted with a maximum cubic inch of 565 depending on combinations. Xtreme Street permits a variety of race-proven modifications and performance enhancements on stock steel bodied, stock appearing vehicles, with stock type chassis and frame rails. Xtreme Street competes on a true 10.5-inch wide slick and no wheelie bars are permitted. Xtreme 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.

Weight Breaks:

ENGINE	POWER ADDER	BASE CI	WEIGHT
Modular 4.6\5.4	Nitrous	330	3125
Small Block	Nitrous	365	2975
Small Block	Nitrous	400	3075
Small Block	Nitrous	415	3125
Small Block	Nitrous	440	3175
Small Block	Supercharged	365	3300
Small Block	Supercharged	400	3400
Big Block	Nitrous	477	3450
Big Block	Nitrous	525	3575
Big Block	Supercharged	477	3400
Big Block	Supercharged	525	3450

Maximum Cubic Inch – 565 ci*

Body Style Deduction List-Tier 1=25, Tier 2=50, and Tier 3=75

Entries using street-type supercharger may deduct 75 lbs.

Entries using stock-type suspension may deduct 50 lbs from base weights. See section 3.4

Forced induction entries without intercooler may deduct 200 lbs.

Maximum cubic inches for all combinations is 565 CI.

All Buick powered combinations may deduct 75

AMC powered combinations may deduct 75

All Pontiac powered combinations may deduct 50

All Mopar powered combinations may deduct 75

Big Block Ford deduct 100 lbs. from base weight.

Modular 4.6\5.4 Supercharged combinations may deduct 100lbs.

Super Chargers with a 4.1 inch or larger volute inducer bore ID must add 75lbs to base weight.* If actual cubic inch is more than base cubic inch listing in section 13, there will be a weight penalty of 8.0 lbs per cubic inch assessed to base weights.

Note: All weights are with driver at conclusion of run at scale area.

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: OEM production-style or aftermarket radiator is permitted but not required. Stock upper core support is required. Lower core support may be removed.

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. Small block and big block engines permitted with a maximum of 565 cubic inches.

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.

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. 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 body lines. 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

GASOLINE: Gasoline as outlined here is the only acceptable fuel for use in this eliminator (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. NMCA allows no greater reading than a "0" on the fuel-check meter. Failure to pass fuel check is grounds for disallowance of the run during competition and disqualification from the event during eliminations.

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

1.6b) NITROUS OXIDE

NITROUS OXIDE: Nitrous oxide entries are restricted to a single stage fogger or a two stage nitrous plate. Nitrous oxide entries restricted to a single 10 lb. Nitrous bottle. Nitrous supply line may be any size. Push systems prohibited. 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 system must be entirely contained within intake manifold.

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

1.6c) **SINGLE PLATE:** The use of one (1) conventional type 4500, 4150, production type, commercially available, dual stage, bolt-on style, single nitrous plate permitted. Also permitted is the use of two (2) stacked, separate, conventional-type, single-stage, bolt-on style, single nitrous plates with a (total for both plates, not each plate) maximum of 4 spray bars (2 nitrous & 2 fuel bars maximum total). X bars not permitted in two plate application. All nitrous & fuel spray bars in stacked plates must be straight, although each plate may be placed and oriented so that each pair of spray bars is either 90-degree parallel or perpendicular to each other. Progressive systems permitted. Also the use of one (1) single Diffuser plate or one (1) single Perimeter plate is acceptable. With a Maximum (2 nitrous & 2 fuel inlet sources total) See section 1.22. 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.)

1.6d) **SOLENOIDS:** See section 1.22 for restrictions to solenoids.

SINGLE FOGGER: The use of a conventional style, single stage, nitrous fogger system permitted. Limited to one nitrous nozzle, and one nitrous orifice, per cylinder. Nitrous fogger limited to a maximum .044 jet. Progressive systems permitted.

1.6e) **PURGE:** Nitrous purge system permitted, purge must exit at the cowl area away from inlet area of the hood or hood scoop. Purge tube must exit via a straight tube a minimum length 4 inches protruding from the cowl, and may not be within 12 inches of the opening of the hood. Plume or nail head at end of line is prohibited.

1.6f) Nitrous Push Systems 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

Multi-staged forced supercharged induction systems are prohibited.

ROOTS TYPE SUPERCHARGER: Prohibited.

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

1.10a) PULLEYS/BELTS: Cog belt drive or serpentine-drive belt systems required on non gear drive supercharger units. Supercharger compressor wheel must be constructed of cast or billet aluminum and must be NMCA accepted for the specified supercharger unit. Exotic material wheels prohibited.

1.10b) ROTATION

All non direct drive pushrod engines must use standard rotation (non-reverse) supercharger, with supercharger inlet mounted rearward facing. Ford Modular, LT1, & LS1-based engines (using both block & cylinder heads) may use reverse supercharger with forward-facing inlet only (however, supercharger air inlet may not source air from hole in bumper and/or front valance). Gear drive supercharger may use supercharger with forward-facing inlet only, however they are not permitted a forward facing inlet source (ie. such as through the front grille, front valance, or any other front facing inlet).

The following blowers qualify street type weight break:

Vortech – S*, Y*, R*, J*, JT*, T*, YS*, YSi*

Procharger – D1*, D1X*, D1R*, Procharger – P600*, D1SC*, P1SC*, P1SC-2*, P1SC-H*

Paxton Novi SN*, VR4*, 1000*, 2000* models

Eaton M112 Supercharger*

Kenne Bell 2.2L* WhippleCharger 2.3L 2300*

* Street-type superchargers allowed 75 lbs weight break.

1.10c) GEAR RATIOS:

Internal gear ratios may not be altered from stock.

1.15 BLOCK

BLOCK: Engine blocks for both small block and big block is restricted to OEM factory bore spacing. Any commercially available cast iron or aluminum engine blocks are permitted which fits these specifications. LSX block bolt pattern permitted for LS based engines and World Products ManO'War bolt pattern permitted for small block Ford applications.

1.16 ENGINE LOCATION/MOUNTS

ENGINE LOCATION\MOUNTS: 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: Xtreme Street 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. Internal port areas of cylinder heads may be welded or epoxied, but heads must maintain standard "as produced" valve layout design, valve cant, and valve spacing. (No substituting canted valve for inline head, etc.).

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:** Class is only permitted standard OEM bolt pattern for cylinder head bolts and standard OEM bolt pattern for intake manifold. Standard bolt pattern is defined as OEM 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:** Permitted. (See section 1.17a.).

1.17f) **HEADS, VALVES:** Any OEM or aftermarket valve permitted. 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.; 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. 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: Edelbrock Victor Small Block Ford #77219, 61299, 77289, 77299, 61099, 77099 TFS Twisted Wedge, Standard & 'R' Version, Small Block Ford. Big Block Ford: Trick Flow A460

1.17h) HEADS, PUSHROD SLEEVES: Permitted. 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 prohibited 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) Small Block Chevrolet Only: All Pro 23-Degree, Edelbrock 23-Degree Victor, & Pro Top Line 23-Degree Raised Runner & PRO Lightning - Standard Version & Spread Port Versions of Accepted Heads Permitted.

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

Small Block Ford

- Ford OEM Windsor 289/302/351/5.0 & Cleveland 2 bbl. & 4 bbl.
- Ford OEM 2, 3, and 4V
- Air Flow Research 165, 185, 205, 225
- Brodix ST 5.0, ST 5.0R, Track 1, T1, Track 1X
- Canfield 20 Degree 197 cc, PN# 20450
- Edelbrock Performer, PN #60329, #60359, #60279, Performer RPM, #60229, #60259, #60269
- Edelbrock Victor Jr. #7716, CNC #7716, #61269, #61309
- Edelbrock Victor., PN #77219, #61299, #77289, #77299, #61099, #77099
- Edelbrock RPM Performer PN#51259XT
- Edelbrock E Street PN#5023
- Edelbrock E Street PN#5025
- 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, Twisted Wedge, Std. & R, Track Heat
- World Products Roush 180, Roush 200, Windsor Jr. & Windsor Sr.
- Dart Pro 1 170, 195, 210, 225
- RHS 200cc & 215cc

Big Block Ford

- Ford Factory OEM Iron & OEM Aluminum (2 bbl. & 4 bbl.)
- Ford 429/460 Aftermarket Cobra Jet Cylinder Heads
- Blue Thunder 460 “OEM Cobra Jet Style” Only. THOR & Other Versions Prohibited.
- Blue Thunder FE #CHFE-(LB-LBOE-SB-SBOE)
- Trick Flow A-460 – PN# TFS-21002, 5441B001, and 5451B001
- Edelbrock Performer RPM 460, Performer RPM 460 CJ, Victor Jr. 460
- Edelbrock FE390-428 (Edelbrock on end) # 60059, # 60069, # 60089, # 60079
- Edelbrock FE390-428 (NHRA on end) # 60057, # 60058, # 60087

Small Block Chevrolet

- Chevrolet Factory OEM Iron & OEM Aluminum
- CFE BMF RR10 & RR230 Version Only – 23 Degree

- All Pro RR-245, 23 Degree, Standard Version
- All Pro LS1-LS6 Hurricane Heads – 15 Degree Only
- Pontiac 867, 23 Degree, Raised Runner, Standard Version
- Edelbrock Performer, Performer RPM, E-Tec 170cc & 200cc
- Edelbrock Victor Jr. & Victor & CNC, 23 Degree, Standard & Raised Runner
- Edelbrock Victor Part # 77559 23 degree Raised Runner head
- Edelbrock/Lingenfelter LS1 Head
- Edelbrock PRM XT PN#51899
- Edelbrock LS1\LS2 RPM PN#61899 *15degree only
- Edelbrock LS1\LS2 RPM XT PN#61949 *15 degree only
- Edelbrock E Street PN#5073
- Edelbrock E Street PN#5089
- ET Performance LS1 215, 225, 245 & 255
- Air Flow Research 180,190,195,210,220,227cc Street, Racing & Raised Runner Head
- Air Flow Research 180cc LT 1, 195,210,220,227CC LT4, 215CC LT4RR, 205,225 LS1
- Brodix, RR 180, ST, (WPSY, T1, T1X, 8, 8 Pro, 10, 10X, 11, 11X, Standard & Raised Runner)
- Dart Iron Eagle 165cc thru 230cc, Race Series 220cc, Pro 1 200cc thru 230cc
- Canfield 23-500 – 23 Degree, 23-600 – 23 Degree
- Trick Flow – 23 Degree
- GMPP 23-Deg Fast Burn Heads, # 12467713, Bowtie Std & Raised #10051101, 12480034
- GMPP LSX L92 PN#19201807
- GMPP LSX LS3 PN#19201805
- GMPP LSX LS7 PN#19201806
- GMPP LSX LS9 PN#19213963
- World Products S/R Torquer, Sportsman II 200 cc Iron & Alum
- World Products Motown 205 cc & 220 cc Iron & Alum
- (RHS)Pro Top Line Pro 23 Degree Iron & Alum Std & Raised Runner –215, 222, 256, 222, 256cc
- (RHS)Pro Top Line 23 Degree Pro Lightning 180, 200, 223, 228, 242, 235cc Iron & Alum

Chevrolet Big Block

- Chevrolet Factory OEM Iron & OEM Aluminum
- CFE/BMF 350cc Big Block Chevrolet
- Brodix BB-1, BB-1 OEF1, BB-2, BB-2X, BB-2 Extra, BB-2 Plus, BB-3
- Edelbrock Victor & Victor CNC, Edelbrock Victor Jr. CNC Oval & Rect
- Edelbrock Performer RPM 454-O, 454-O, 454-R
- Edelbrock Victor 24-degree Rectangular Port #77419, #77409
- Edelbrock RPM XT Rectangle PN#51539
- Edelbrock RPM XT Oval PN#51459
- Edelbrock Victor PN#61409
- Edelbrock Victor PN#61419
- Edelbrock Victor PN#77609• Dart Pro 1 310 cc thru 355 cc, Race Series 265 cc thru 360 cc

- Canfield Big Block Chevy 24.5-800, 24.5-900
- GMPP Signature Series BB Heads cast # 12363401, 12363391
- Air Flow Research 265, 290, 305, 315, 325, 335, 345, 357, Oval, Rect & CNC Port
- World Products Merlin II Oval & Rect Port 269, 320, 345, 305, 350 Iron & Alum
- (RHS)Pro Top Line Pro Thunder 320, 360 cc Alum & Iron

Chrysler Small Block

- Chrysler Factory OEM Iron & OEM Aluminum
- Indy 360-1, 360-2
- Mopar Performance W2, W5, W7
- Edelbrock Performer RPM, RPM 340
- Edelbrock Performer RPM Magnum PN#61796
- Edelbrock Performer RPM Magnum PN#61779
- Brodix B1-BA, B1-BA/MC
- Bulldog Performance Chrysler B/RB Heads

Chrysler Big Block

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

Oldsmobile

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

Pontiac

- Pontiac Factory OEM Iron & OEM Aluminum
- Edelbrock Performer RPM Big Block
- Edelbrock Performer RPM PN#60587 NHRA
- Wenzler Series II (Not Super Chief)
- Edelbrock Pontiac PN#77819, 77829, 77839, and 77849 run at base weight no Pontiac deduction permitted.

Buick

- Buick Factory OEM Iron & OEM Aluminum
- TA Performance Stage 1,2,3,4

- Bulldog Performance Buick Heads
- Edelbrock Performer RPM PN#60039
- Edelbrock Performer RPM PN#60049

AMC

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

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

1.18 VALVETRAIN

- 1.18a) CAMSHAFT: Any permitted.
- 1.18b) LIFTERS: Any permitted.
- 1.18c) LIFTER BORES: Lifter bores permitted to be bushed.
- 1.18d) VALVE LOCK: Any permitted.
- 1.18e) RETAINERS: Any permitted.
- 1.18f) ROCKER ARMS: Any permitted.
- 1.18g) CAMSHAFT DRIVE SYSTEM: Any permitted.
- 1.18h) REV KITS: Permitted.

1.19 CARBURETORS

CARBURETORS: Entries restricted to 4150 or 4500-style and Pro-Systems 115mm SV1 single carburetor. Split carburetor prohibited (example: a Dominator, split and offset into two two-barrels). Standard-style boosters, or conventional-type factory-style annual boosters, are required.

1.19a) CARBURETOR MODIFICATIONS: Any permitted. Aerosol-style booster permitted on super charged blow-through applications only. No artificial pressurization is allowed to directly influence the internal function of the carburetor.

1.20 FUEL INJECTION

Fuel Injection: Fuel injection must be electronic. Fuel-injected entries will race at the same weight as carbureted entries. Fuel injection may be retrofitted to carburetor style intake manifolds with a bolt-on-style throttle body and fuel injectors. A single throttle body permitted either a 95mm maximum single blade throttle body or a 4150 4-barrel style only, depending upon combination. Maximum diameter of each bore on the 4150-style throttle body is 1.750".

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 (if utilized) 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. Spacers prohibited between intake manifold and cylinder heads. Tunnel rams of all types prohibited for EFI or carb applications. Adapter plates for 4.6 to 5.4 modular permitted. 4.6\5.4 Sullivan manifolds permitted.

1.22 SOLENOIDS

SOLENOIDS: Maximum of 4 solenoids (2 – nitrous, 2 – fuel). One inline “safety” solenoid permitted for progressive systems only.

1.23 TURBOCHARGERS

TURBOCHARGER: Prohibited.

1.24 AFTERCOOLER/INTERCOOLER

AFTERCOOLER/INTERCOOLER: One and only one aftercooler/intercooler permitted only on forced induction entries. 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:

AFTERCOOLER\INTERCOOLER: May be located either forward or rearward of the firewall. Intercooler may be located within the cowl area.

1.25 POWER ADDERS

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

1.26 CRANKSHAFT

CRANKSHAFT: Any crankshaft permitted. Composite or multi-piece crankshafts prohibited.

1.27 CONNECTING RODS

CONNECTING RODS: Steel, aluminum, or titanium connecting rods accepted. Composite connecting rods prohibited.

1.28 HEAD GASKETS & QUENCH AREA

HEAD GASKETS & QUENCH AREA: No restrictions.

1.29 PISTONS, PINS, RINGS

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

1.30 BOOST CONTROLLERS

BOOST CONTROLLERS: 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 permitted.

1.33 “O” RINGING OF BLOCK

“O” RINGING OF BLOCK: Permitted.

2: DRIVETRAIN

2.3 CLUTCH

CLUTCH: Prohibited.

2.4 DRIVESHAFT

DRIVESHAFT: Any permitted.

2.11 REAREND

REAREND: Any automotive type rearend permitted.

2.12 MANUAL TRANSMISSION

MANUAL TRANSMISSION: Prohibited.

2.13 TRANSMISSION, AFTERMARKET PLANETARY

TRANSMISSION, AFTERMARKET PLANETARY: Prohibited.

2.14 AUTOMATIC TRANSMISSION

AUTOMATIC TRANSMISSION: Automatic transmissions with torque converters originally produced by any American automobile manufacturer or replicas of an automatic transmission produced by any American automobile manufacture (Ex. Deadenbear PG transmission) mandatory. Purpose-built racing automatic transmissions are prohibited (Ex. Bruno). Lock-up transmissions/torque converters prohibited unless OEM-equipped (i.e. A.O.D) Transmission-to-engine adapters permitted. Trans brakes permitted. 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.

3: BRAKES & SUSPENSION

3.1 BRAKES

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

3.2 SHOCK ABSORBERS

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

3.3 STEERING

STEERING: Manual or power assisted aftermarket steering system permitted.

3.4 SUSPENSION, general

SUSPENSION, GENERAL: This eliminator is designed for stock-type chassis, with stock front clips, stock front frame rails, and stock type front suspension. Rear suspensions are permitted to be stock, ladder bars, or 4-links. Coil over shocks are permitted. FRONT WHEEL DRIVE CONVERSIONS PROHIBITED IN THIS ELIMINATOR.

Vehicles utilizing stock-type suspension (as defined) 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, 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.

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 be removed in lieu of installing/using commercially available suspension kit (i.e., Heidt, Fatman, etc). Other sections of front suspension rules must be adhered to.

3.4c) 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, ladder bars, and aftermarket racing style 4-link suspension permitted. Rear coil-over shocks permitted.

3.4a) STOCK TYPE SUSPENSION: Stock type suspension may utilize aftermarket replacement shocks, springs, leaf springs (may be moved inboard), and/or control arms. Aftermarket torque arms permitted. Aftermarket leaf spring kits permitted.

3.4b) 4-LINKS: Racing style 4 link suspensions using fabricated front cross member support permitted. Track locators permitted only for the purpose of controlling lateral rear end movement.

3.4c) LADDER BARS: Welded on ladder bars using fabricated front cross member support permitted. Track locators permitted only for the purpose of controlling lateral rear end movement. Ladder bars permitted in conjunction with leaf springs or other suspension components, if so desired.

3.4d) 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.

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

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

3.4g) TORQUE ARMS: Permitted.

3.4h) 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.

3.6 WHEELIE BARS

WHEELIE BARS: Prohibited.

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, headliner, & steering column cover. 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. Aftermarket wheel tubs are not required to be carpeted.

6.5 SEATS

SEATS: Single driver seat is 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: Stock OEM door panels required.

6.7 STEERING COLUMN

STEERING COLUMN: Stock O.E.M. or aftermarket racing steering column required. Removable steering wheel permitted.

6.8 GAUGES

GAUGES: Aftermarket gauges may be installed in OEM dash.

6.9 PEDALS/PEDAL LOCATION

PEDALS/PEDAL LOCATION: Aftermarket pedals and linkage 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 vehicles permitted. Lightweight body panels restricted to hood/scoop, bumpers, and trunk-lid/hatch/deck-lid. Hood and/or trunk lid must be hinged or lift off. Hood, doors, and trunk lid must be attached separately and must be operable. One piece front ends (fenders and front valance/bumper) are prohibited. 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: Rear spoilers permitted, may not extend more than 26 inches from the transition point with the body to the rear most portions. Rear spoiler may not be molded into body (Pro Mod Style).

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

7.5 FIREWALLS

Firewall: Stock, unaltered firewall required. 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 & unaltered. Removable floor-pan sections and/or transmission tunnels prohibited. Area of floor only between frame rails may be modified as necessary for ladder bar clearance and/or 4-link clearance.

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 required. 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 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 PANS: 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 wheeltubs permitted. Material used to add to the width of the inner wheelwell may be steel or aluminum. Wheelwells must maintain stock appearance.

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: Any ram-air unit permitted. Headlights/taillights/hazard lights may not be removed/modified for air induction.

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. See section 7.17.

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 electronic that permits the driver to ascertain the position of their vehicle in relation to the starting line is prohibited.

9.2 ONBOARD DIAGNOSTICS/DATA RECORDERS

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

9.7 BOTTLES

BOTTLES: All bottles must be securely mounted, stamped with a minimum DOT–1800lb. rating, and identified as nitrous oxide. Bottles located in driver’s compartment must be equipped with the correct relief valve per manufacturer recommendations and vented outside the driver’s compartment. Bottle is limited to one 10-lb. bottle. The use of

any agents other than nitrous oxide as a part of, or mixed with, this pressurized fuel system is strictly prohibited. (Push systems are 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. 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. 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.