

2018 NMCA CLASS DESCRIPTIONS



NMCA E3 SPARK PLUGS MUSCLE CAR NATIONALS



XTREME PRO MOD (PM) is the pinnacle of door-slammer drag racing and is the quickest category in NMCA. Xtreme Pro Mod competes on a 1/8-mile distance with speeds over 200 mph. It is unique as NMCA is one of a few national-level Pro Mod associations that has provisions for all three types of power adders fastened to either a small-block or big-block engine package.



FACTORY SUPER CARS (FS) is a Detroit-based OEM heads-up category putting the late-model supercharged factory drag race cars—Chevrolet COPO Camaro, Dodge Challenger Drag Pak, and Ford Cobra Jet Mustang—against each other. The cars operate under a strict set of guidelines for engine combinations, which include 2.9L Twin-Screw and 2.3L Roots supercharger options. It is the rebirth of the factory muscle car drag racing program and the competitors run on a 1/4-mile.



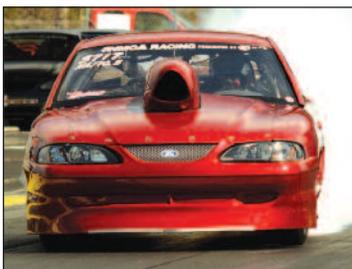
RADIAL WARS (RW) features the wildest cars in NMCA competition and are based on production vehicles running on either DOT radial tires or 10.5W slicks. Racers routinely crack the 200 mph and accelerate at blistering speeds. This class allows any chassis, unlimited engine size, any transmission, any torque convertor or clutch, minimally-limited power adders, any fuel (except nitro) and wheelie bars are permitted. The use of dual power adders is prohibited. The entries have factory appearing silhouettes and are considered the most extreme of street legal drag race vehicles.



STREET OUTLAW (SO) is the premier championship 275 radial category as the vehicles are powered by a single power-adder with boosted small-blocks and nitrous-gulping big-blocks. The turbochargers and centrifugal superchargers feature specific impeller inlet sizing to ensure parity. Every car features the factory-supplied framerails from the front to the back of the vehicle, but any rear suspension is allowed. The cars are run in 1/8-mile format due to the big power and just 10.5-inch tire contact patch.



XTREME STREET (XS) is a legacy small-tire championship category that goes back to 2002 as an eliminator for limited power adders with conventional engine combinations that get pushed to the extreme. The engines feature single power adders as racers select a single stage of nitrous, centrifugal supercharger, or a single turbocharger. For racers who prefer naturally aspirated engines, large big-blocks with conventional heads are allowed. All entries feature factory frame rails and are based on production vehicles. A specific list of DOT-legal 275 drag radials are used to apply 1,500-plus horsepower to the track.



N/A 10.5 (N/A10.5) is the ultimate heads-up category for racers who prefer to compete on true 10.5-inch tires and rely on naturally aspirated engine combinations. Small-blocks are restricted to 470ci while big-block engines have a maximum of 650ci, there are various weight breaks based on displacement within those parameters. The engines often sing to 10,000 rpm while a mix of automatic-equipped vehicles battle against the stick-shift entries.

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CP STOCK (CPS) is a naturally aspirated heads-up class designed for 1955 and newer GM (General Motors) bodied vehicles and is designed as a low cost, entry-level heads-up class. CP Stock is designed around competitors using a production OEM-sealed Chevrolet Performance DR525 crate engine combined with a factory Chevrolet Performance sealed ECM and installation kit. This helps control the expenses associated with competitive heads-up drag racing and allows racers to explore other avenues to gain a performance advantage. Every car tips the scales at 3,200 pounds, unlike other heads-up categories with various weight additions and subtractions.



NITROUS PRO STREET (NPS) is reserved for big tire classic and modern muscle cars as it captures the roots of the street legal drag racing movement from the early 1990s. Competitors can run either nitrous-enhanced big-block engines up to 650ci or small-blocks that have a maximum displacement of 500ci. The vehicles feature back-half or tube chassis frame configurations, which sit under factory bodies. Maximum tire size is 34x17-inch slicks, letting the power under the hood determine the winner rather than the skill of managing small tires.



STOCK/SUPER STOCK COMBO (S/SS) is a handicap break-out eliminator based off of NHRA and IHRA Stock and Super Stock classes. NMCA developed indexes for each class in both organizations, giving the Sportsman racers a championship program. All 1955-to-current Stock and Super Stock classes that are listed in the NHRA and IHRA Stock Car Classification Guide are permitted to compete, including the naturally aspirated versions of the modern muscle car drag racing programs.



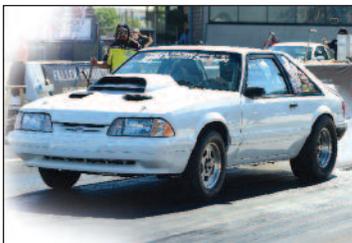
NOSTALGIA SUPER STOCK (NSS) is an index-style, foot-brake only class for the year, body styles and engine combinations, which accurately represent those cars that raced in the A/FX and Super Stock classes of the 1960s. Certain exceptions in the authenticity of these cars will be allowed. Among those exceptions, but not limited to, are factors concerning safety, equality in performance, availability and durability. Classification will be based on a visual inspection and an ET range. The cars are not allowed to be altered from factory stock.



NOSTALGIA MUSCLE CAR (NMC) is an index-style foot brake only class for 1955 through 1985 models, body styles and engine combinations, which are listed on NMCA website and in the rulebook. The racer who gets closest to his or her index, without breaking out, determines the qualifying order. Classification will be based on a visual inspection and an ET range.



OPEN COMP (OC) is designed for any year, make and model domestic-based cars or trucks using OEM-style engines only—dragsters and roadsters are prohibited, SUVs such as Chevy Blazer and Ford Explorer are allowed. The Open Comp class qualifies competitors using reaction time instead of elapsed times. An index is formed for each competitor by taking a racer's best time in qualifying and subtracting 1-tenth (1/10th) of a second from it. The index is fixed through eliminations and cannot be changed.



TRUE STREET (TS) is for mildly to heavily modified high performance street vehicles that are street certified and able to drive over a 30-mile distance. All model years, engine types and power adders are permitted. True Street is designed for stock-chassis and modified chassis vehicles running true 10.5-inch wide tires. Vehicles must be registered, licensed and insured. There will be trophies and awards for not only the "King of True Street" (quickest average) and runner up but also for the closest average ET that is not quicker than 9.00, 10.00, 11.00, 12.00, 13.00, 14.00 and 15.00. Each class winner must fall within its respective ET category. For example, 9-second winner average must be between 9.00 and 9.99, 10-second winner average must be 10.00 and 10.99, and so on, for each class winner, etc.