

NITROUS PRO STREET

CLASS OVERVIEW

Nitrous Pro Street is a heads-up class designed for American production vehicles. Small block and big block engines with Nitrous or N/A combinations. Maximum engine size for small blocks is 500ci and big blocks are 640ci. Back-half style and full-tube chassis are permitted and have a maximum rear slick size of 35"x 17" x 16".

Note: This set of class rules is presented to all competitors under the assumption that any modifications not specifically written within these rules shall be deemed illegal, unless the competitor has the expressed written consent from the NMCA Tech Director.

RACING FORMAT:

This class will be an all run heads-up field, 1/8 Mile, **NHRA Pro Style Ladder** on a .400 Pro Tree.

<u>ENGINEPOWER ADDER</u>	<u>BASE CID</u>	<u>NO2 JET SIZE</u>	<u>BASE WEIGHT</u>
Small Block N/A	up to 500	N/A	NO MINIMUM
Big Block N/A	up to 640	N/A	2400
Small Block Nitrous	up to 500	NO-LIMIT- MULTI SYSTEM	2350
Big Block Nitrous	up to 640	.036	2600
Big Block Nitrous	up to 540	NO-LIMIT – MULTI SYSTEM	2850
Big Block Nitrous	541 to 640	NO-LIMIT – MULTI SYSTEM	3000

WEIGHT ADDITIONS/DEDUCTIONS:

- Full tube chassis vehicles must add +50lbs to original base weight.
- Entries using a clutch must add +50lbs to original base weight.
- Big Block Entries using Conventional Cast Cylinder Heads may deduct -100lbs from original baseweight. Conventional head defined as maintaining valve angle =/-2 degrees of stock valve angle (no raised runners). Single Carburetor combinations may deduct - 50lbs from original base weight.
- Entries using factory roof and quarter panels may deduct -50lbs from original base weight.
- Entries utilizing 10.5W tires or smaller may deduct -50lbs from original base weight.
- NO WEIGHT ADDERS FOR Small Block Nitrous Combinations
- NO WEIGHT DEDUCTS FOR 541 – 640 Big Block Nitrous Combinations

REQUIREMENTS & SPECIFICATIONS

ENGINE: 1

ENGINE

Any aftermarket cast iron or aluminum engine block is permitted with any internal modifications. Billet blocks are permitted. Maximum bore spacing for all small block entries is 4.500 inches. Maximum bore spacing for all big block entries is 4.840 Chevy, 4.900 Ford, Mopar 4.840. Pontiac 4.620, Oldsmobile 4.650 inches.

HARMONIC BALANCER

SFI Spec 18.1 balancer is required.

CYLINDER HEADS

Any aftermarket cast cylinder head is permitted. Billet cylinder heads are prohibited.

INTAKE MANIFOLD

Any intake manifold permitted.

NITROUS OXIDE

All entries are permitted to use any conventional single stage plate system, any cross bar single plate system or any conventional single stage fogger system.

Nitrous push systems are prohibited.

The use of agents other than nitrous oxide as part of, or mixed in, the system is prohibited.

The use of water injection is prohibited.

All nitrous jets must be as-supplied, un-modified from the manufacturer and must be a concentric circle. Back Drilled Jets are prohibited. Brass Jets are prohibited.

entries are permitted to use a maximum of two 10lb nitrous bottles or one 15lb nitrous bottle.

Big Block 541-540 CI Nitrous Combinations are permitted one 10lb or one 15lb nitrous bottle.

Any method of cooling the nitrous bottle inside the vehicle is strictly prohibited. Bottle temperatures will be randomly checked before and/or after a run. If the bottle temperature is found to be colder than 65 degrees, the run will be disqualified.

Nitrous Lines: All entries are required to have one continuous, uninterrupted (no coiling) nitrous supply line from the nitrous bottle to the engine. Maximum length of nitrous supply line from nitrous bottle to nitrous supply solenoid is 15ft. The line from the valve to the engine cannot store/hold nitrous oxide when the system is not in use. N/A and Single Kit no progressive combos must have caps on all unused nitrous lines.

OIL SYSTEM

Any oil system permitted.

OIL RETENTION DEVICE

The NMCA requires that all entries must be equipped with a properly fitting lower engine ballistic/restraint device meeting SFI Spec 7.1. If a SFI Spec 7.1 device is not used, then a NMCA accepted belly pan is required on all entries. The pan may be constructed from composite or metal. It must have vertical walls of at least 2 inches in height. Pan must extend from frame rail to frame rail and must extend from front of the engine mounting plate to the rear of the engine block. Pan must be attached with a minimum of three attachment points per side.

EXHAUST SYSTEM

Any exhaust system permitted. All exhaust systems must be directed out of body and away from driver and fuel tank.

FUEL SYSTEM

Any electronic, mechanical or belt driven fuel pumps are allowed. Electronic fuel pumps must shut off with the master electric cut-off switch. Fuel cell must have a pressure cap and be vented to the outside of the body. Front mounted fuel cells must meet SFI Spec 28.1 and be mounted between the frame rails and enclosed in a round tube frame. A round tube frame must be constructed of a minimum of 1 ¼-inch O.D. x .065-inch chrome moly tubing. Artificial cooling or heating of fuel (i.e., cool cans, ice, Freon, etc.) prohibited. Circulating systems that are not part of the normal fuel pump system are prohibited.

FUEL INJECTION

Any aftermarket electronic or mechanical fuel injection may be used. Fuel injector size and or type are unlimited.

THROTTLE BODY

Any throttle body permitted. Maximum number of throttle bodies is two.

CARBURETOR

Any carburetor permitted. Maximum number of carburetors is two.

THROTTLE LINKAGE

Throttle must be manually operated by the driver's foot.

FUEL

NMCA specified *VP Racing Fuels* gasoline as outlined here is the only acceptable fuel for use in this eliminator. 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 compromises 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.

DRIVETRAIN: 2

CLUTCH, FLWHEEL & FLYWHEEL SHIELD

Clutch and flywheel meeting SFI Spec 1.1 or 1.2 up to a twin-disc maximum is mandatory. Steel flywheel shield meeting SFI Spec 6.1 is mandatory. Flywheel shield cannot be modified for clutch adjustment and/or cooling holes. Bruno drives are permitted.

MANUAL TRANSMISSION

Aftermarket transmissions with a maximum of 5 forward speeds are permitted. Clutchless transmissions are permitted. All gear changes must be a direct action of the driver. Pneumatic, electric, hydraulic, etc. shifters are permitted.

AUTOMATIC TRANSMISSIONS

Any OEM or aftermarket automatic transmission is permitted. Any torque convertor is permitted. Trans-brakes are permitted. Pneumatic, electric, hydraulic, etc. shifters are permitted.

DRIVELINE

Any steel, aluminum or carbon fiber driveshaft meeting SFI 43.1 spec is permitted.

REAREND

Any automotive type rear-end is permitted.

BRAKES, STERRING &SUSPENSION:3

BRAKES

Front and rear hydraulic brakes are required. Automated brakes are prohibited. The application and release of the brakes must be a function of the driver. Dual reservoir master cylinder is required. Line-lock is permitted only on the front wheels using one line-lock button and solenoid. Any other electrical, pneumatic, hydraulic, etc. switch in braking system is prohibited.

SHOCKS/STRUTS

Aftermarket stock-type shocks/struts permitted.

FRONT SUSPENSION

Any aftermarket bolt-on or purpose-built front suspension system permitted.

REAR SUSPENSION

Stock-type, ladder bar, and racing 4-link rear suspension systems are permitted.

WHEELIE BARS

The use of wheelie bars is permitted.

FRAME: 4

CHASSIS

Back-half style chassis' and full chassis are permitted. All vehicles must have a chassis that meets the guidelines set by SFI for their respective speed and elapsed time. A valid NHRA serialized sticker is mandatory at an NHRA Member Track.

WHEELBASE

Entries must retain stock wheelbase dimensions of + or – 2 inches. Maximum wheelbase variation from left to right is 2 inches.

GROUND CLEARANCE

A minimum of 3 inches from the front of the vehicle to 12 inches behind front spindle centerline is mandatory. A minimum of 2 inches for the rest of the vehicle is mandatory (except for oil pan and exhaust headers).

TIRES AND WHEELS: 5

TIRES

Maximum rear tire permitted is a 35.0 x 17.0 x 16-inch racing slick or smaller.

WHEELS

Aftermarket racing wheels permitted.

INTERIOR: 6

UPHOLSTERY

Factory door panels or door panels made of aluminum or carbon fiber are required. Aftermarket steering column is permitted. Aftermarket pedals are permitted.

BODY: 7

BODY

Body must maintain an overall factory OEM appearance for year, make and model being claimed. Promod bodies prohibited.

Complete stock appearing front and rear bumpers are mandatory.

One-piece front ends are permitted and must retain a factory appearance. Light weight doors are permitted and must be functional from inside and outside of vehicle. Lift-off light weight deck lids are permitted.

Front overhang Extender permitted. Front Overhang not to exceed 45 inches, with or without extender. The frontend overhang is measured from the centerline of the front spindles.

NMCA requires that all entries have a metal deflector or firewall extension between the fenders and the leading edge of the doors so that fire, liquids, etc. cannot come into the driver's compartment.

HOOD & HOOD SCOOP

Hood scoops are permitted. and may not extend above the roof line. Vehicles that are equipped with an EFI system are not required to run a hood scoop. Carburetors must be completely covered by the hood or hood scoop. Sensors, transducers, vents, wiring, hoses/lines, etc. are prohibited from being inside the hood scoop.

WINDSHIELD & WINDOWS

OEM glass or NHRA approved Lexan is required.

WING/SPOILERS

Rear wing/spoiler is permitted. Any adjustments to the wing/spoiler during a run are prohibited.

TAILLIGHT/BRAKELIGHTS

Functional taillights are mandatory.

FIREWALL

Stock firewall is required and may be modified. Entries using a non-stock type firewall must use a firewall constructed from a minimum of .024 inch steel. The use of aluminum, magnesium or carbon fiber in the construction of a firewall is prohibited.

FLOOR

Driver's side floor pan must be steel and welded into place. The remainder of the floor section can be .024 inch steel or .032 inch aluminum. The use of magnesium is prohibited

WHEEL WELLS/TUBS

Rear wheel wells/tubs must be separate from each other and can be constructed from aluminum or carbon fiber.

APPEARANCE

All cars in competition must be painted or wrapped. Advertising graphics are permitted on the body. In order to be eligible for the NMCA official contingency program, all contingency sponsors' decals must be easily visible and located on the outside of the vehicle. Failure to do so can result in the driver **forfeiting** all claimed contingencies for that particular event. The NMCA requires that all entries run the following decals:

1. NMCA Windshield Banner: Decal needs to be located on the top of the windshield or just above the windshield located on the body.
2. NMCA Drag Racing Series: Decals (2) must be located on each side of vehicle. Either on the side windows or decals can be located on the body right beside the side windows.
3. Class Sponsor: Decal must be located on the passenger's side lower portion of the windshield.
4. VP Racing Fuels: Official Fuel decals (2) required. Must be located on each side of vehicle. (In a contingency decal manner)
5. Aerospace Winners Circle: Decals (2) must be prominently displayed on each side of vehicle. Failure to do so can result in the winning driver forfeiting his/hers Winner's Trophy & Payout.
6. Class & Competition Numbers: Numbers must be easily visible/legible and located on the front, back, and both side windows.

ELECTRICAL: 8

BATTERY

A maximum of two batteries is allowed.

IGNITION

Maximum of one magneto and or distributor is allowed. Maximum of only one spark plug per cylinder is allowed. Magneto systems are limited to using a single 44 amp maximum output system. The use of multiple ignition coils (one per cylinder) instead of using a magneto or distributor is allowed. Any electronic ignition system is allowed.

STARTER

All entries must be self-starting from inside the vehicle.

MASTER CUTOFF SWITCH

A master cutoff switch is mandatory.

SUPPORT GROUP: 9

COMPUTER/DATA RECORDERS

Computer/data recorders are permitted and must stand alone and to be only used for information gathering purposes.

BRACKET RACING AIDS

The use of any bracket racing aids such as optical sensors, stutter boxes, throttle stops, etc. are prohibited. The use of any device (electrical or mechanical) that allows a driver to ascertain the position of their vehicle to the starting line is prohibited.

Delay box permitted in car, but is not permitted to serve any delay function between the release of the transbrake button and deactivation of transbrake circuit. The transbrake "output" terminal on delay box must be free of any wiring. The removed wire or wires can be piggy backed on the transbrake button input in most cases.

PRESSURIZED BOTTLES

A maximum of one pressurized container (excluding nitrous and fresh air systems) per vehicle is permitted.

TOW VEHICLES

The use of tow vehicles is permitted.

CREW MEMBERS

Each crew member must have the proper starting line credentials and must wear matching attire.

DRIVER: 10

DRIVER

The driver when in the vehicle, from the ready line until the vehicle is safely stopped on the return road, **is required to have all safety restraint systems (including the helmet) on and be securely fastened in the vehicle at all times**

CREDENTIALS

A Valid state or government issued driver's license beyond a learner/s permit level is mandatory for cars running 10.00 or slower. A valid NHRA competition license is mandatory for cars running 9.99 or quicker, at a NHRA Member Track. A valid NHRA or an IHRA competition license is mandatory at an IHRA Member Track.

Note: It is ultimately the competitor's responsibility to familiarize themselves with the NMRA class requirements as well as ***all NHRA safety requirements***. The competitor agrees they bear the ultimate responsibility when it comes to safety and how it complies with the NMRA and NHRA rule books. The competitor also agrees that no one else other than the competitor is in the best position to know about how their particular race car has been constructed and how to safely operate it.