

Chevrolet Performance Street Car Challenge

Class Description

Chevrolet Performance Street Car Challenge is a class for stock, mildly modified, and even heavily modified high performance street certified vehicles, using LS or Modern LT engines only. Class is designed for vehicles running a DOT tire only. Vehicles must be registered, licensed, and insured. There will be trophies and awards for the Winner (quickest average), and runner up but also for the following: Closest averaged ET that is not quicker than the following- 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; example 9 second winner average must be between 9.00 to 9.99, 10 second winner average must be 10.00 to 10.99 and so on for each class winner, Etc. Reaction time is not part of the average, so don't worry about cutting an aggressive light.

Qualifying Information, Ladder Type, & Tree

All Run, NMCA 3 run average Format, Pro Tree, Heads-Up, Courtesy Stage.

VEHICLE PERMITTED

Any Make/Model vehicle permitted (including swaps) with LS or modern-LT engines. Dragsters and roadsters prohibited.

BODY RULES:

OEM steel (fiberglass/composite if OEM equipped) body shell required. Aftermarket body kits are permitted. Only permitted lightweight components are hood, front valance, rear valance, front and rear bumpers, and rear trunk lid/hatch. Hood is required, may be made of lightweight material. Hood scoops permitted. Any rear wing permitted.

WINDSHIELD & WINDOWS

OEM safety glass windows required & must be functional.
Optic Armor stock replacement Windshield and Rear Glass permitted per manufacturers recommended specs.

POWER ADDERS & POWERTRAIN

Any LS or modern LT engines and multiple power adders are permitted. Any manual or automatic transmission is permitted. Any rear end is permitted.

EXHAUST SYSTEM

Exhaust must exit rearward of the firewall. Fender exits prohibited. Exhaust system with mufflers is required.

CHASSIS & SUSPENSION

CHASSIS/FRAME

Stock-type chassis, permitted. Stock firewall & stock front frame rails must be in stock location and unmodified. Starting at firewall rearward, floor and chassis may be replaced with

aftermarket components. Full tube-type chassis vehicles prohibited. Vehicles must have a chassis that meets the guidelines set by SFI for their respective speed and elapsed time. A valid NHRA serialized Chassis sticker is mandatory for any car running 9.99 (6.39 = 1/8 mile) or quicker, or 135mph or faster at a NHRA member track.

FRONT SUSPENSION: Stock-type front suspension or stock bolt-in-type replacement front suspension required. Tubular front suspension components permitted. Coil over shocks/struts are permitted.

REAR SUSPENSION:

Stock type chassis and stock type suspension is required. (i.e. vehicle required to run factory style suspension as equipped by manufacture) Coil-over shocks and springs permitted for both front and rear suspension. Shocks and spring must remain in stock location. Standard bolt-on replacement suspension and chassis components are permitted. Wheelie bars are prohibited.

STREET EQUIPMENT

In order to compete, all vehicles and/or drivers are required the following:

1. Valid driver's license
2. Valid vehicle registration
3. Valid license plate(s). Dealer/Temp plates prohibited. Paper license tag will be accepted on a new model year car with current registration paper work less than 60 days old from current event date.
4. Valid insurance "ID" card. Faxes and/or letters from insurance companies and/or brokers not acceptable.
5. Valid state inspection sticker (if required by state vehicle is registered).
6. D.O.T. Radials or D.O.T. Slicks on front and rear of vehicle.
7. Hood is required, may be made of lightweight material. Hood scoops permitted. Hood/scoop may be liftoff, must cover the entire engine & induction system.
8. Performance aftermarket or OEM style functioning Driver and Passenger seats required.

During the tech-in process, vehicle must have operational street equipment, including headlights, taillights, brake lights, turn signals, and horn.

TIRES: FRONT & REAR

DOT slick tires or DOT legal radials tires required for drive tires during the road tour AND the True Street competition and class run off. Racing slicks prohibited. Tire shaving is prohibited. Tire changing is prohibited during or after the road tour.

WHEELS

WHEELS: Spindle-mount front wheels prohibited.

FINAL STANDINGS

After all three (3) quarter mile passes are completed, each racer's ET's will be added together and divided by 3. The average of these three passes will be computed. The outcome of the 3-run average will be posted., and the awards presentation will be held Saturday. On a qualifying run, if a contestant properly starts, stages, and receives the starter's signal but breaks to the point the run is not completed, a time of 28 seconds is issued and it is considered a valid qualifying run.

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 mandatory for cars running 10.00 or slower.

A Valid NHRA competition license is mandatory for cars running 9.99 or quicker, at an NHRA Member Track. NHRA/IHRA competition license mandatory at an IHRA Member Track.

Note: It is ultimately the competitor's responsibility to familiarize themselves with the NMCA 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.