

Stock/Super Stock Combo (S/SS)

Class Description

S/SS is a handicap break-out eliminator based off of all NHRA and IHRA, Stock and Super Stock, classes. Stock / Super Stock Combo, will qualify based off NHRA and IHRA indexes of March 1, 2017. These indexes and weight factors will remain in effect without change during the entire 2017 race season.

All 1955 to current as listed in the NHRA and IHRA Stock Car Classification Guide permitted. This will include 2008 – 2017 Naturally Aspirated Factory Super cars in both stock & super stock.

- 2008 – 2017 Supercharged Factory Super Cars (COPO, Cobra jet, Drag pack) **Prohibited**.

QUALIFYING INFORMATION, LADDER TYPE & TREE

All run qualified field, NHRA sportsman ladder, and .500 full tree.

The class will qualify based off NHRA and IHRA indexes of March 1, 2017. These indexes and weight factors will remain in effect without change during the entire 2017 race season.

64 cars or less will be laddered first round.

65 or more cars will be random paired first round and laddered second round based off of first round eliminations.

All dial-ins must be under the currently posted indexes for all NHRA / IHRA Stock and Super Stock class combinations.

All qualifiers in S/SS must have a valid elapsed time recorded to be placed into eliminator competition.

Competitors will scale during qualifying and after completion of any “heads-up” elimination run.

During eliminations when identical (NHRA or IHRA) class combinations are paired the dial-in for both competitors will be based off of the faster qualified car and bumped by 1 tenth of a second, break-out still in effect.

RULES

All rules and classification will be based off the current year NHRA and IHRA rules and classification guide with the exception of; Fuel Check will not be a technical requirement.

All NHRA Safety rules will be in effect. No modifications, which alter the car from factory stock, are permitted unless they are specifically allowed in NHRA / IHRA rules, or as authorized by the NMCA rules committee.

Competitors will be required to have a valid NMCA Membership and permanent number.

Number can be their current NHRA or IHRA number as long as it does not duplicate another competitor's number, in those cases NMCA will issue a number as close as possible to one of the competitor's current number.

APPEARANCE

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 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 sponsors may appear on bodywork, front end and on windows. Failure to do so can result in the driver forfeiting all claimed contingencies for that particular event. The NMCA does require all entries to 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.

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.