

NMCA NSS CLASS

Class Description

Nostalgia Super Stock is an index-style foot brake only class for the year models, body styles, and engine combinations, which accurately represent those cars, which raced in the A/FX and Super Stock classes of the '60s. 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 e.t. range. No modifications, which alter the car from factory stock, are permitted unless they are specifically allowed in these rules, **or as authorized by the rules committee**. Sandbagging, excessive braking near the finish line or excessive mph for a given e.t. is subject to result in a disqualification. Nostalgia Super Stock is an all run field, and will compete on an NHRA Sportsman type ladder. The class will qualify by elapsed time closest to index, be paired according to qualifying positions, and then advance to eliminations. All qualifiers in Nostalgia Super Stock must have a valid elapsed time recorded to be placed into eliminator competition.

Qualifying Information, Ladder Type, & Tree

All Run, NHRA Sportsman Ladder, .500 Full Tree, Handicap Start, Courtesy Stage.

All NSS class participants must declare & have posted the NSS class of choice prior to the 1st scheduled qualifying run in their respective eliminator or at the time of technical inspection. Competitors may change classes up to 30 minutes following the first Qualifying session: If a competitor changes classes that first qualifying run will be void and not count towards qualifying. Failure to declare you index will result in placement in the "G" Index Class.

CLASS DESIGNATIONS & INDEX

AAAA\FX	8.50
AAA\FX	8.75
AA\FX	9.00
A\FX	9.25
B\FX	9.50
C\FX	9.75
A/NSS	10.00
B/NSS	10.25
C/NSS	10.50
D/NSS	10.75
E/NSS	11.00
F/NSS	11.25
G/NSS	11.50
H/NSS	11.75
I/NSS	12.00

J/NSS	12.25
K/NSS	12.50
L/NSS	12.75
M/NSS	13.00

ELIGIBLE YEAR MODELS AND BODY STYLES

The following is a list of cars/engines, which are allowed to compete in the Nostalgia Super Stock class:

- AMC AMX: 1968 – 1969; 390
- Chevrolet Full Bodied: 1959-64; 348 & 409s, Z11 427
- Chevrolet Full Bodied: 1965-67; 396-454
- Chevrolet Chevelle: 1964 – 1967; 396-454
- Pontiac Full Bodied: 1959-67; 389-455
- \Pontiac Parisienne: 1959-1964; 348 or 409
- Tempest/GTO: 1961-67; 389-455
- Ford Full Bodied: 1959-67; 390-427
- Ford Thunderbolt: 1964; 427
- Fairlane/Comet/Cyclone/Falcon: 1963-67; 390, 427
- Dodge/Plymouth Full Bodied: 1960-67; 383-440 wedge
- Dodge/Plymouth Full Bodied: 1964-67; Hemi
- Buick Full Bodied: 1960-67; 401-455
- Skylark : 1964-67; 400-401-455
- Chevelle: 1964-67; 396-454
- Oldsmobile Full Bodied: 1960-67; 394-400-455
- Cutlass/442: 1964-67; 400-455
- Dart/Barracuda: 1967-69; 383-440
- Dart/Barracuda: 1968; 426 Hemi

ENGINE

RADIATOR

OEM production-style or aftermarket radiator is required and must be mounted in stock location. Stock core support is required.

Water pump: Any aftermarket (belt drive or electric drive) pump permitted.

COOLING FANS: Any permitted.

ENGINE

See ELIGIBLE YEAR MODELS AND BODY STYLES. Any internal engine modifications permitted.

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.

HEADERS & COLLECTORS

Any headers and/or collectors permitted.

EXHAUST TUBING/SIZE

Any tubing size permitted.

TAILPIPE & EXHAUST RULES

Not required.

MUFFLER REQUIREMENTS

Not required.

FUEL DELIVERY SYSTEM

Fuel cells, electric or mechanical fuel pumps, pressure regulators, and any line size permitted. Fuel pump must shut off with a master electrical switch. Stock gas tank (if used) must be retained in factory location. Modified fuel pickups & outlet permitted. Aftermarket/fabricated fuel tank or cell permitted. Must be located in trunk area. 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.

FUEL

Commercially available racing gasoline, pump gasoline, and E85 are the only fuels permitted. Maximum blended volume of alcohol may not exceed 85%.

ALCOHOL: Permitted in the FX classes.

NITROUS OXIDE: Prohibited.

OIL SYSTEM

Dry-sumps prohibited. Oil pump must remain in stock location. Oil pan capacity may be increased.

SUPERCHARGER

Prohibited.

DISTRIBUTOR

Must remain in stock location with cam gear drive. Belt drive Distributors permitted in AAA/FX through C/FX classes only.

BLOCK

Aftermarket blocks may be either cast iron or aluminum if they appear externally to be the same as was originally available on the year/make/model of entry.

ENGINE LOCATION\MOUNTS

(NSS CLASSES): Block and/or heads must not touch stock firewall. Firewall must be in stock location. Engine plates and solid engine mounts permitted.

Engine Location/Mounts

(FX CLASSES): Engine plates and solid engine mounts permitted.

Engine set back permitted. Engine may not be set back more than 12 inches as measured from the front spark plug hole and the factory stock (OEM) location.

Sidewinder engine placement prohibited. (Reference: Firewalls, section 7.5)

HEADS

Aftermarket cylinder heads permitted. Cylinder heads may be cast iron or aluminum if they appear externally to be the same as was originally available on the year/make/model of entry. Any internal cylinder-head modifications permitted.

VALVETRAIN

Any valve train permitted.

CARBURETOR

(NSS CLASSES): All entries in the eliminator must be carbureted as outlined below.

Carburetors must be of type and design as originally produced for a specific vehicle.

Positioning of carburetors from factory mounting not a tech item (carburetors may be positioned facing forwards, backwards, or side mounted). Choke horn, choke plate, choke shaft, choke linkage, and choke mechanism may be removed.

The following carburetor combinations are allowed, regardless of year/make/model of entry:

- Buick 400-455; Single Carter, AFB, Edelbrocks Performer, or Q-Jet, inline 2x4 with Carters, AFB's, Edelbrock Performer or Holley Street Demon.
- Chevy 396, 454 (FX Only); Single 4bbl with Rochester, Carter, AFB, Edelbrock, Holley, Quick Fuel Holley based carburetor, or Holley Street Demon
- Chevy 348-409; 2x4, inline 3x2 with Rochester or single 4bbl with Carters, AFBs, Rochester, Edelbrock, or Holley Street Demon.
- Chevy 396-454; Single 4bbl with Rochester, Carter, AFB, Edelbrock, Holley, Quick Fuel, or Holley based carburetor 2x4 AFB or Holley, Quick Fuel, or Holley based carburetor Inline 3x2 Holley, Quick Fuel Holley based carburetor, or Holley Street Demon.
- Chrysler Hemi; Inline 2x4 or single 4bbl intake with Carters, AFBs, Edelbrock, Holley's, Quick Fuel or Holley based carburetor; or cross-ram 2x4 intake with Holley's, Quick Fuel or Holley based carburetor.
- Chrysler Wedge; Inline or cross-ram 2x4 or single 4bbl intake with Carters, AFBs, or Edelbrocks.
- Ford; Inline 2x4 intakes, inline 3x2, or single 4bbl with Holley's, Quick Fuel or Holley based carburetor.
- Pontiac; Inline 2x4 intakes or single 4bbl with Carters, AFBs, or Edelbrocks; or inline 3x2 with Rochester.
- AMX 390—Single Carter AFB or Edelbrock, Cross ram 2x4 bbl intakes with Holley's, Quick Fuel or Holley based carburetor.

•Olds 400-455; 1x4 Q-Jet, inline 3x2 Rochester. 2x4 bbl with Q-Jet, Carter Edelbrock or Holley Street Demon permitted.

CARBURETOR (FX Classes): Vehicles in this class permitted the use of carburetors listed for NSS, or Holley, 4150 style up to 850 cfm in size (NO Dominators). Aerosol Carburetors Prohibited.

FUEL INJECTION

Era-correct mechanical fuel injection permitted in FX classes only.

INTAKE MANIFOLD

Sheet metal intake prohibited. Manifolds restricted to commercially available cast units. Top of manifold lid may be modified and fabricated as necessary to accommodate carburetor placement.

Sheet metal units permitted in AAAA/FX, AAA/FX, AA/FX, and A/FX ONLY.

SOLENOIDS:

Prohibited.

TURBOCHARGER

Prohibited.

AFTERCOOLERS/INTERCOOLER

Prohibited.

DRIVETRAIN

CLUTCH

Flywheel and Clutch meeting SFI Spec 1.1 or 1.2 (two- disc maximum) mandatory on any car running 11.49(7.35) or quicker. Flywheel shield meeting SFI spec 6.1, 6.2 or 6.3 mandatory on all cars running 11.49(7.35) or quicker. Clutch operation must be manually applied and disengaged with foot during run, without the assist of electric, hydraulic or pneumatic devices. Multi stage, variable release, or lock up type of any description is prohibited. Throwout bearing must release all fingers or levers simultaneously.

DRIVESHAFT

Any permitted.

REAREND

Any automotive type rearend permitted.

MANUAL TRANSMISSION

OEM or aftermarket transmissions with a maximum of 4 forward speeds permitted. Clutchless transmissions prohibited. All shifts must be made manually without the aid of electric, hydraulic or pneumatic devices. Starting line rev limiters permitted. Torque converter not permitted with this type transmission.

MANUAL TRANSMISSION (F/X Classes)

OEM or aftermarket transmissions with a maximum of 5 forward speeds or clutchless transmissions permitted in AAAA/FX, AAA/FX, AA/FX and A/FX classes ONLY. All Planetary Transmission including Lenco type or any combination thereof prohibited. All shifts must be made manually without the aid of electric, hydraulic or pneumatic devices.

AUTOMATIC TRANSMISSIONS

(OEM American transmissions or replicas of OEM American transmissions that use planetary gears)

Automatic transmissions originally produced by any American automobile manufacturer or replicas of an automatic transmission produced by any American automobile manufacture (Ex. Deadenbear PG transmission) mandatory. All vehicles running quicker than 9.99 or faster than 135 mph using an automatic transmission must be equipped with a transmission shield meeting SFI Sec 4.1, a flexplate meeting SFI Spec 29.1, and covered by a flexplate shield meeting SFI Spec 30.1. Lock-up transmissions/torque converters permitted. Transmission-to-engine adapters permitted. All shifts must be made manually without the aid of electric or pneumatic devices. Transbrake prohibited. In those classes that prohibit trans-brakes the following will be used to enforce the rule. A competitor may elect to leave the trans-brake solenoid installed in the transmission, however any/all physical wiring must be removed to the solenoid while the vehicle is in competition.

Starting line rev limiters prohibited. Clutch prohibited with this type of transmission.

BRAKES & SUSPENSION

BRAKES

The braking system may be upgraded. 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.

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.

STEERING

(NSS Classes) OEM steering mandatory.

(F/X Classes) OEM or aftermarket steering in stock location mandatory.

SUSPENSION

FRONT SUSPENSION: Stock front suspension as factory-designed required. Aftermarket direct replacement suspension components including tubular A-arms permitted: However, overall design and function as factory produced must be retained.

REAR SUSPENSION: Rear suspension of ladder bar, three/four link, or stock rear suspensions permitted.

WHEELIE BARS

Wheelie bars permitted in FX classes and A/NSS. Wheelie Bars must not extend beyond rear Bumper.

CHASSIS

All 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.

FRAME

(NSS CLASSES): Stock frame required but may be strengthened with the addition of braces and “notched” or moved inboard for rear-tire and wheel tub clearance.

(FX Classes): Frame alteration permitted; full tube chassis prohibited.

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.

WHEELBASE

(NSS CLASSES): Must retain stock wheelbase with a maximum variation from left to right and front to back of 1 inch. Stock overhangs are required.

(FX Classes): Any period-style alteration of wheelbase and overhang is allowed.

TIRES

TIRES (FX CLASSES, A/NSS, B/NSS, C/NSS): Street type or drag slick tires permitted.

Maximum rear tire designation of 10.5Wx33-inch permitted. The front tires are limited to 4.5-inch minimum tread width and minimum diameter of 26 inches tall. The tread of the tires is not allowed to protrude outside the exterior bodyline at the top of the tire.

TIRES (ALL OTHER NSS CLASSES): Street type or drag slick tires permitted. Maximum rear tire designation of 10.5Wx31-inch permitted. The front tires are limited to 4.5-inch minimum tread width and minimum diameter of 26 inches tall. Tire tread may not extend outside fenders.

WHEELS

Spindle-mount front wheels prohibited.

INTERIOR

NSS CLASSES: Must have full factory seating, upholstery, and carpeting. Aftermarket upholstered bucket seats permitted. Full dashboard mandatory. Aftermarket gauges permitted. Rear seat may be removed when roll bar/cage is installed. Area must be carpeted or upholstered equivalent to factory specifications (no bare paneling).

FX CLASSES: Full removal of interior permitted.

BODY

NSS CLASSES: Topless cars prohibited. Lightweight replacement parts permitted for fenders, hood, doors, deck lid, and bumpers. External modifications of any body panel that will alter the stock bodyline is prohibited. The body must be finished & painted.

FX CLASSES: Topless cars prohibited. Lightweight replacement parts permitted for fenders, hood, doors, deck lid, and bumpers. External modifications of any body panel that will alter the stock bodyline is prohibited. Hoods are optional. The body must be finished & painted.

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, 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.

SPOILERS, WINGS

Aftermarket wings and/or spoilers prohibited.

FIREWALLS

Stock firewall in stock location mandatory. Firewall may be relocated rearward, era-correct modifications permitted in FX classes. (Reference: Engine location\mounts, section 1.16)

FLOOR/TRUNK PAN

Complete stock floor in stock location mandatory. Floor/Trunk Pan modifications permitted for clearance purposes of ladder bars, mufflers, and fuel cell. Material to be used if there are floor/trunk pan modification is limited to same type material and same or greater thickness as original floor/trunk pan.

HOOD/SCOOP

(NSS Classes): Hood scoops limited to OEM equipment or period style. Hood/scoop may be no higher than 5 inches. Pro stock-style scoops prohibited. The entire induction system must be completely covered by hood or scoop, which must be part of the vehicle hood.

(FX Classes): Not required.

WINDSHIELDS/WINDOWS

Must be OEM safety glass or NHRA/IHRA approved Lexan or Plexiglas.

BUMPERS:

Complete stock-appearing bumpers required.

FENDER SPLASH PANS

(NSS CLASSES): OEM or aftermarket full-fender splash pans required. Splash pans may be trimmed to allow clearance for headers. Removable fender splash pans acceptable.

(FX CLASSES): Not required.

GRILLE

A full-production grille is required for the body style used, era-correct modifications permitted. Covering in front of or behind the grille prohibited.

WHEEL WELLS

INNER WHEEL WELLS: Aftermarket wheeltubs permitted. Material used to add to the width of the inner wheelwell may be steel or aluminum.

OUTER FENDERS: Leading and trailing edges of fenders may be trimmed for tire clearance, maximum 2".

RAM AIR

Any aftermarket or fabricated ram-air unit permitted that is not visible from exterior of vehicle.

DOORS

OEM or aftermarket doors permitted. Driver and passenger doors must be functional and operable from inside and outside of vehicle.

ELECTRICAL

BATTERY:

Battery may be relocated. Charging system optional.

IGNITION

Any battery powered ignition system permitted as specified in this section. Aftermarket electronic breakerless distributor system permitted. All ignition boxes must be listed on the NHRA ET approved ignition box list or operate with less functions and features than approved boxes. Wiring harness must not be modified from manufacturer's installation instructions. The use of any programmable multi-point rev limiter and /or a rate-of-acceleration rpm limiter, either by themselves or integrated into the ignition system are prohibited. Traction control prohibited. Engine rev limiters, top end only, and/or starting line with manual transmission only, permitted.

STARTER

All entries must be self-starting with on-board starter.

SUPPORT GROUPS

Bracket racing aids such as optical sensors, delay boxes, stutter boxes, two-steps, and 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.

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, and suspension travel etc., prohibited. Wide band oxygen sensors permitted. "Playback" tachometers permitted. Laptops prohibited in vehicle.

TOW VEHICLES

Vehicles may not be towed in or to staging lanes. Vehicles may not be towed from the return road.

STREET-LEGAL REQUIRMENTS

Headlights and tail lights for year & make of body used mandatory: era-correct headlight modifications permitted... Single taillight required to be functional.

WEIGHT

WEIGHT: Weight is not a tech item however excessive lightening as determined by the tech officials will not be permitted.

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.