REAL STREET

CLASS OVERVIEW

Real Street Shootout is a heads-up small tire Shootout (Non-points) class designed for American production vehicles using LS engine only. Small block engines are allowed the use of a single power adder which is restricted in size to maintain class parity. Cross breeding of an LS engine to a different make/manufacturer body is permitted.

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.

ENGINE	POWER ADDER	BASE	CIDBASE WEIGHT
Small Block (Inline head)	N/A	470	2500
Small Block (Chevy 23deg non raised head)	Nitrous	440	2825
Small Block	76mm Turbo (Cast)	440	3075
Small Block	76mm Turbo (Billet)	440	3250
Small Block	Supercharger (91mm)	440	3025
Small Block	Supercharger	440	3250
(94mm/9.75inch volute) (ADD 50lbs for 94mm/9.76 and larger volute) (Deduct 50lbs for cast wheel)			
Small Block	Supercharger 4.0L	440	3200
(Twin Screw/Roots) (ADD 100lbs for 4.5L Twin Screw/Roots) (Eaton 2.65L Deduct 100lbs)			
Big Block	N/A	632	2800
(big block with 9.8 standard deck height and conventional head) (add 2.5 lbs. per cu in over 589)			
Big Block	N/A	632	2850
(big block with tall deck height and conventional head) (over 589 add 75 lbs.)			
Big Block	N/A	632	2875
(big block with 9.8 standard height and big chief head) (add 2.5 lbs. per cu in over 589)			
Big Block	N/A	632	2900
(big block with tall deck height and big chief head) (over 589 add 100 lbs.)			
Big Block	N/A	632	2925
(big block GM with Symmetrical port/non-conventional head) (over 589 add 75 lbs.)			
Big Block	Nitrous	588	3150
(big block with conventional head w/.125 plate or .046 fogger nitrous jet, SR 20 head add 50 lbs.)			

NOTE:

Maximum CID for all small block N/A entries is 480 inches. (Add 7lbs per cu in over 470 up to 480 cu in.)
Maximum CID for all small block Boosted entries is 440 inches. (441 to 465 cu in add 2 lbs per cu in over 440)
Maximum CID for all small block Nitrous entries is 465 inches.
Maximum CID for all Big Block Naturally Aspirated combos is 632 inches.
Maximum CID for big block Nitrous entries is 588 inches.

Any engine in question will be measured with a P&G gauge. A correction factor of 1.5% will be used. Competitors may be asked to remove a cylinder head for bore and stroke measurements should any discrepancies arise.

All weights will be rounded down to the nearest 5lb. increment.

WEIGHT ADDITIONS/DEDUCTIONS

For Cylinder Head adder and deducts refer to the Cylinder Head section.

Add 50lbs boosted combo on M1 (intercooler not permitted)
Add 50lbs for Cast Tunnel Ram/Sheet-metal/Dual Carbs on SB and BB N/A combinations.
Add 50lbs for Small Block 4 Nitrous Jet dry plates
Add 50lbs for Boosted combinations with forward facing fresh Air
Deduct 25lbs for N/A BBC for NO forward facing scoop
Deduct 25lbs for leaf spring rear suspension
Deduct 50lbs for IRS
Deduct 50lbs for Belt driven centrifugal supercharger
Deduct 50lbs for Non Intercooled boosted combos on gas
Deduct 50lbs for Single 4150 carb used with 4150 intake manifold and 4150 plate system or 4150 Fogger system (Small Block Fogger only).
(No deduct for use with EFI (SB N/A or SB Nitrous only))
Deduct 50lbs for Small Block Single entry nitrous plate system (1 nitrous/1 fuel)
(Small Block combinations with 2 Nitrous Jet dry plate is not eligible for single entry plate deduction)
Deduct 50lbs for Small Block Nitrous fogger entries using (+50lb or less) heads
Deduct 50lbs for Boosted entries using a 365 - 312 cubic inch small block or mod motor combination.
Deduct 100lbs for Boosted entries using a 311 cubic inch or smaller small block or mod motor combination.
Deduct 100lbs for BBC / BBF Nitrous combinations smaller than 540 cubic inch
Deduct 100lbs for 98mm or smaller turbine wheel on Billet 76mm turbo
Deduct 100lbs for Serpentine belt driven centrifugal supercharger
Deduct 100lbs for 8.2 deck nitrous combo. (Fogger permitted)
Deduct 300lbs for Inline 6 and V6.
Deduct 200lbs if using nitrous with Turbo on Inline 6 and V6.
Deduct 500lbs from Cast 76 base for Turbo Inline 4

REQUIREMENTS & SPECIFICATIONS

ENGINE: 1

BLOCK

Any aftermarket cast iron or cast aluminum block permitted. All blocks are restricted to factory OEM bore spacing for brand being used. LSX block bolt pattern is permitted for LS based engines. All entries are permitted to bush lifter bores. Billet Blocks prohibited.

HARMONIC BALANCER

SFI Spec 18.1 balancer is required.

ENGINE MOUNTS & LOCATION
Engine/motor plates and mid-plates are permitted. Engine block and cylinder heads cannot be in contact with the firewall.

ENGINE COATINGS
The use of engine coatings is permitted.

CRANKSHAFT
Any aftermarket steel crankshafts are permitted.

CONNECTING RODS
Any aftermarket connecting rods are permitted.

PISTONS & PINS
Any aftermarket pistons and pins are permitted.

PISTONS RINGS
Any aftermarket piston rings are permitted.

CAMSHAFT DRIVE SYSTEM
Any camshaft drive system is permitted.

CAMSHAFT
Any camshaft is permitted.

LIFTERS/LASH ADJUSTERS
Any lifters/lash adjusters permitted.

CYLINDER HEADS
Factory OEM or aftermarket cast iron or aluminum cylinder heads are permitted. Billet and one-off fabricated heads are prohibited. All cylinder heads must maintain factory OEM bolt pattern for head and intake manifold bolts of manufacturer brand being used. Porting is permitted. All cylinder heads must maintain factory OEM valve angles of +/- 2 degrees. The NMCA reserves the right to check valve angle either on or off the vehicle.

Small Block Chevrolet

- Air Flow Research 180,190,195,210,220,227,235,245cc Street, Racing & Raised Runner Head
- Air Flow Research 180cc LT 1,195,210,220,227CC LT4,215CC LT4RR,205,225 LS1
- Air Flow Research LS3 Mongoose 12 Degree (Nitrous combos add 75lbs. Boosted combos add 50lbs)
- All Pro 12 Degree Wedge Head #RE13 & #RE11 (Nitrous combos add 50lbs)

- All Pro RR-245, 23 Degree, Standard Version
- All Pro LS1-LS6 Hurricane Heads – 15 Degree Only
- All Pro LSW 12-1 Hurricane-12 Degree Only (+ or - 0 Degrees)
- All Pro LS7 Retro-12 Degree Only (+ or - 0 Degrees)
- All Pro LS -2 and -5 (Nitrous combos add 75lbs. Boosted combos add 100lbs.)
- All Pro LS -1 and -4
- Brodix, RR 180, ST, (WPSY, T1, T1X, 8, 8 Pro, 10, 10X, 11, 11X, Standard & Raised Runner)
- Brodix, BR7 (Nitrous combos add 50lbs. Boosted combos add 100lbs.)
- Canfield 23-500 – 23 Degree, 23-600 – 23 Degree
- CFE BMF RR10 & RR230 Version Only – 23 Degree
- Chevrolet Factory OEM Iron & OEM Aluminum
- Dart Iron Eagle 165cc thru 230cc, Race Series 220cc, Pro 1 200cc thru 230cc
- Dart Pro LS 15
- Edelbrock Performer, Performer RPM, E-Tec 170cc & 200cc
- Edelbrock Victor Jr. & Victor & CNC, 23 Degree, Standard & Raised Runner
- Edelbrock Victor Part # 77559 23 degree Raised Runner head
- Edelbrock/Lingenfelter LS1 Head
- Edelbrock PRM XT PN#51899
- Edelbrock LS1\LS2 RPM PN#61899 15degree only
- Edelbrock LS1\LS2 RPM XT PN#61949 15 degree only
- Edelbrock PN #619869 LS Cylinder Head
- Edelbrock E Street PN#5073
- Edelbrock E Street PN#5089
- Edelbrock LS-R PN#770468 (Nitrous combos add 100 lbs)
- ETP C5X (Nitrous combos add 75lbs, Boosted combos add 50lbs)
- ET Performance LS1 215, 225, 245 & 255
- GMPP 23-Deg Fast Burn Heads, # 12467713, Bowtie Std & Raised #10051101, 12480034
- GMPP LSX L92 PN#19201807
- GMPP LSX LS3 PN#19201805
- GMPP LSX LS7 PN#19201806
- GMPP LSX LS9 PN#19213963
- GMPP LSX DR PN#19166979
- Mast Motorsports LS3 #510-201, #510-203, 510-210
- Mast Motorsports LS7 #315
- Mast Motorsports #510-215 (Nitrous combos add 100lbs)
- Pontiac 867, 23 Degree, Raised Runner, Standard Version
- Profiler 219(Nitrous combos add 75lbs)
- Profiler 176X, 291X
- (RHS)Pro Top Line Pro 23 Degree Iron & Alum Std & Raised Runner –215, 222, 256, 222, 256cc
- (RHS)Pro Top Line 23 Degree Pro Lightning 180, 200, 223, 228, 242, 235cc Iron & Alum
- Trick Flow – 18 Degree (Nitrous combos add 75lbs)
- Trick Flow - 23 Degree
- Trick Flow LS GenX – 205,215,220,225,235,245,255

- World Products S/R Torquer, Sportsman II 200 cc Iron & Alum
- World Products Motown 205 cc & 220 cc Iron & Alum

Chevrolet Big Block

- Air Flow Research 265, 290, 305, 315, 325, 335, 345, 357, Oval, Rect & CNC Port
- Brodix BB-1, BB-1 OEF1, BB-2, BB-2X, BB-2 Extra, BB-2 Plus, BB-3, BB-3 Extra
- Brodix Head Hunter Series 24 Degree
- Brodix SR20 (Nitrous combos add 50lbs)
- Canfield Big Block Chevy 24.5-800, 24.5-900
- Chevrolet Factory OEM Iron & OEM Aluminum
- CFE/BMF 350cc Big Block Chevrolet
- Dart Pro 1 310 cc thru 355 cc, Race Series 265 cc thru 360 cc
- Dart 20deg head (Nitrous combos add 50lbs)
- Edelbrock Victor & Victor CNC, Edelbrock Victor Jr. CNC Oval & Rect
- Edelbrock Performer RPM 454-O, 454-O, 454-R
- Edelbrock Victor 24-degree Rectangular Port #77419, #77409
- Edelbrock RPM XT Rectangle PN#51539
- Edelbrock RPM XT Oval PN#51459
- Edelbrock Victor PN#61409
- Edelbrock Victor PN#61419
- Edelbrock Victor PN#77609
- GMPP Signature Series BB Heads cast # 12363401, 12363391
- Profiler 224X, 174X
- (RHS)Pro Top Line Pro Thunder 320, 360 cc Alum & Iron
- World Products Merlin II Oval & Rect Port 269, 320, 345, 305, 350 Iron & Alum

Note: Stock factory OEM heads are those cylinder heads that are factory production line installed on production vehicles as recognized by NHRA.
Unless Otherwise Noted-
Raised intake runner Chevy 23deg, / OEM Z06 12deg - add 50lbs (Except N/A and LS cathedral port 13-15)
Any Combination using Inline non stock valve angle add 75lbs (not permitted on boosted combos)
Any canted valve (non-inline) head add 100lbs (not permitted on boosted combos)

IF A CYLINDER HEAD ISN'T LISTED, CONTACT TECH FOR APPROVAL.

INTAKE MANIFOLD

Any aftermarket, commercially available, mass produced, single carburetor, 4150 or 4500 series, cast intake manifold permitted. Fabricated, sheet metal, billet, and any tunnel ram intake manifold are permitted for N/A combinations only. Big Block N/A permitted any single entry carb or EFI intake. Modular engines are permitted fabricated, billet and/or sheet metal intake manifolds. Porting is permitted. Cast Holley LS EFI ram intake permitted on boosted LS combinations only.

NITROUS OXIDE

All entries are permitted to use any conventional single stage plate system or any conventional single stage fogger system. The use of water injection is permitted. The use of a plate system with a fogger system is prohibited. Nitrous push systems are prohibited. The use of agents other than nitrous oxide as part of, or mixed in, the system is prohibited. All entries must use only gasoline for the fuel enrichment circuit. All nitrous jets must be as-supplied, un-modified from the manufacturer and must be a concentric circle. No other shapes such as ovals, diamonds, etc… permitted. All entries are permitted to use a maximum of two 10lb nitrous bottles or a single 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. Any method of heating bottles with open flame is strictly prohibited and grounds for immediate disqualification.

Plate System: Any conventional single stage or cross-bar single stage plate nitrous system with a maximum of four spray bars (two nitrous & two fuel) permitted.
Small Block combinations using a conventional single stage, single plate nitrous system (one nitrous jet and one fuel jet) have **Unlimited** nitrous jet size.
Big Block Chevrolet or Big Block Ford combinations using a conventional single stage, single plate nitrous system (one nitrous jet and one fuel jet) have a maximum nitrous nitrous jet size of **.125**.
The maximum allowable number of solenoids for any single stage plate system is three (1 nitrous, 1 fuel and 1 redundant purge). Progressive systems are permitted.

Single Stage Fogger: Any conventional single stage nitrous fogger system permitted. One nitrous/fuel nozzle per cylinder permitted. All entries using a single stage fogger system have a maximum jet size of **.046**. The maximum allowable number of solenoids for any single stage fogger system is five (2 nitrous, 2 fuel and 1 redundant purge). BBC/BBF limited to two (2) .125 nitrous solenoids. Progressive systems are permitted.
Purge System: Nitrous purge systems are permitted a maximum of 1 solenoid. Progressive systems are permitted to use one inline ‘’safety’’ solenoid. Purge line must clearly exit the hood/cowl or body in a fashion to not allow purged nitrous to enter the engine when racing.

Nitrous Lines: All entries are required to have one continuous -8 maximum (Plate System) and -8 maximum (Fogger System), 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.

SUPERCHARGER

Centrifugal superchargers are limited to the following dimensions: Maximum impeller inducer diameter of 3.70 inches with a maximum inlet outside diameter of 4.75 inches. Centrifugal

superchargers that are utilizing a compressor housing of 9.76'' or larger please refer to weight adder/deductions section of the rules. Supercharger impeller must be constructed from aluminum. Centrifugal superchargers are permitted to use any gear drive or transmission system, including the Vortech V30 series or Procharger F1A-91 or F1A-94. Inlets for superchargers must not be exposed to ram air and pass a "line of sight inspection" from the front of the vehicle, I.E. they must be blocked off from a direct source of air this includes closing off factory holes/grills. For forward facing Fresh Air/Ram Air see weight adder list.

TURBOCHARGER

All cast wheel turbochargers (mid-frame GT47/S400 chassis only) must be as manufactured from factory with an "as cast" wheel. For "cast wheel turbo", any inconsistent modifications to compressor or turbine wheel, blades, hubs, cover, or housing, beyond accepted commercially available manufacturing process, is PROHIBITED. Compressor inducer cannot exceed 76.6 mm. Maximum inlet diameter for compressor housing will not exceed 78.6 mm (2 mm for housing/wheel clearance). Reducers PROHIBITED. Compressor exducer (this includes the backing plate and the tip to tip measurement) cannot exceed 116 mm and at no point extend past the 116 mm backing plate (i.e. no reverse clipping of the wheel permitted). Inducer blade tip measurement will take place at the leading edge where the tip meets the compressor housing and must extend a minimum of .150 before expanding to the final exducer measurement. Compressor map groove will not exceed .200 of an inch. Any turbocharger entry may be asked to remove the compressor cover for tech inspection. The turbine wheel will not exceed 96.5 mm x 88.5 mm. Turbine wheels are only allowed to be constructed from Inconel material. Compressor wheel/impeller must only be constructed of cast or billet aluminum. Billet wheel turbocharger compressor inducer cannot exceed 76.9 mm and maximum inlet diameter for compressor housing will not exceed 78.9 mm (2 mm for housing/wheel clearance). Billet wheel turbocharger compressor exducer and/or any part of the turbine wheel cannot exceed 118mm. Reducers PROHIBITED.

Inlets for Turbochargers must not be exposed to ram air and pass a "line of sight inspection" from the front of the vehicle, I.E. they must be blocked off from a direct source of air this includes closing off factory holes/grills. For forward facing Fresh Air/Ram Air see weight adder list.

INTERCOOLING

Air-to-water intercoolers are permitted for supercharged and turbocharged entries only. Only one intercooler is permitted for all boosted applications. Intercooler with M1 fuel prohibited.

METH INJECTION

Meth injection permitted on Nitrous combos only. Any use of nozzle/injector in any engine combination forward of throttle body/ carburetor is strictly prohibited.

OILING SYSTEM

Any Oil System permitted. Any oil pump, vacuum pump, and oil pan permitted. All entries are required to use an oil retention device. Device can be either a ballistic style blanket or a custom

built metal pan. Metal pan must extend from the engine/motor plate rearward to the back of the engine. Metal pan must fit inside the frame rails and be 3 inches above the ground.

COOLING SYSTEM
Any cooling system permitted. Radiators are not required.

EXHAUST SYSTEM
Any exhaust system permitted. All exhaust systems must be directed out of body and away from driver and fuel tank. Exhaust may exit underneath car or out the front fenders but must not affect timing or staging beams.

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 or 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.

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

THROTTLE BODY
Any single aftermarket throttle body permitted, unless N/A.

CARBURETOR
Maximum carburetor size for all entries is a single 4500-style or a Pro-Systems 115mm SV1.

THROTTLE LINKAGE
Throttle control must be operated by the driver's foot

FUEL
VP Racing Fuels Gasoline, M1, Q16, C-85, E-85, C12, 16, 23, 45, or NO2 are the only fuels permitted. NMCA reserves the right to inspect fuel at any time during competition Failure to pass Fuel Check is grounds for disallowance of the run during competition and disqualification from the event during eliminations. Fuel is checked using various means. Samples given to Fuel Check Technical Inspectors are compared to data taken from known fuel samples provided by VP, adjusted for temperature, and within a tolerance determined by NMCA. Failure occurs when the sample readings fall outside those tolerances.

CLUTCH, FLWHEEL & FLYWHEEL SHIELD
Flywheel and clutch meeting SFI Spec 1.2, 1.3, 1.4, or 1.5 is mandatory. Clutches are limited to a dual disc maximum. Flywheel shield meeting SFI Spec 6.2 or 6.3 is mandatory. Clutch must be manually operated by the driver's foot. Electronics, pneumatics, hydraulics, or any other device may in no way affect the clutch system. The throw-out bearing must release all fingers, levers, stages, etc. simultaneously. Staged or variable release clutches are prohibited.

MANUAL TRANSMISSION
OEM or aftermarket transmissions with a maximum of 5 forward speeds permitted on N/A combinations only. Clutchless models permitted. Any gear change must occur from direct action by the driver. Pneumatic, electric, hydraulic, etc. shifters prohibited. Torque converter not permitted with this type of transmission. Manual transmissions must utilize SFI approved bell housing.

AUTOMATIC TRANSMISSION
Any OEM or aftermarket automatic transmission is permitted. Lock-up style transmission and/or torque convertors are prohibited unless OEM equipped (i.e. A.O.D.). The use of transmission-to-engine adaptors is permitted. The use of trans-brakes is permitted. Pneumatic, electric, hydraulic, etc. shifters permitted.

DRIVELINE
Any drive shaft meeting SFI 43.1 spec is permitted.

REAR END
Any OEM automotive type rear end permitted.

BRAKES, STEERING & 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.

STEERING
Any American production type steering system permitted.

SHOCKS/STRUTS
Aftermarket stock-type shocks/struts permitted. Rear coil-over shocks are permitted.

FRONT SUSPENSION
Factory type front suspension only. Coil over shocks are allowed. Aftermarket replacement control arms are allowed. Aftermarket K-Members/Commercially available sub-Frames allowed. (Must have prior approval from tech) Strut towers must be in factory location with factory

sheet metal attaching factory frame rail to top of strut tower, can be notched, windowed, or trimmed for header clearance but must maintain factory sheet-metal attachment.

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

WHEELIE BARS
The use of wheelie bars is prohibited.

FRAME: 4

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 sticker is mandatory at an NHRA Member Track.

FRAME
Stock frame required from the forward edge (closest to the bumper) of shock/strut tower to the back of the rear wheel tub. Back-halved cars are prohibited. Front and rear sub frames may be joined together. Horizontal and vertical notching of rear frame rail is permitted for tire/rear end clearance.

WHEELBASE
Entries must retain stock wheelbase dimensions of + or – 1 inch. Maximum wheelbase variation from left to right is 1 inch.

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 & WHEELS: 5

TIRES
POWER ADDER LEGAL TIRES:
MT 3559 275/60-15 ET Street R
MT 3553 255/60-15 ET Street R or 26 x 8.5 - DEDUCT-50lbs
MT 3453 275/60-15 ET Street S/S – DEDUCT -100lbs

N/A LEGAL TIRES:
MT 3559 275/60-15 ET Street R
MT 3453 275/60-15 ET Street S/S – DEDUCT -150lbs
MT 3754X 275/60-15 ET PRO 275 .

WHEELS
Aftermarket racing wheels permitted.

INTERIOR: 6

UPHOLSTERY
Interior must maintain a factory upholstered appearance. OEM dash board is required and can be made of fiberglass or carbon fiber. Any aftermarket racing style seat is permitted. Driver's seat must be located in the stock location. Passenger seat is not required. Door panels are required. Floor and transmission tunnel where visible must be carpeted or upholstered.

STEERING COLUMN/WHEEL
Aftermarket steering columns and steering wheels are permitted.

PEDALS & PEDAL LOCATION
Stock type pedals/linkage is required.

BODY: 7

BODY
Body must retain original appearances and profiles for year being used. OEM body shell must be intact. Light weight body panels are restricted to hood, fenders, bumpers, doors and deck-lid/truck-lid or hatch. Composite roof panels are permitted on 2005 and newer vehicles. Hood and deck-lid/trunk-lid must be hinged or lift off style. All front ends must be of factory dimensions and cannot be lengthened. Alterations or aerodynamic modifications are prohibited. Body must be finished or painted.

HOOD SCOOPS
The use of aftermarket forward facing hood scoops is prohibited on power adder combos. The use of cowl induction style hoods are allowed on any vehicle with a maximum height of halfway point of windshield. Factory OEM forward facing hood or factory OEM ram air hood with scoops is permitted.
Forward facing hood scoop on N/A combinations permitted.

COWL AREA
OEM cowl is required and modifications are permitted.

GRILLE
Grille must maintain a ''professional appearance'' for year, make and model being claimed.

FIREWALL
Stock, factory firewall is required. Notching and smoothing of firewall is permitted but must be identifiable as being in the factory location. Factory OEM fiberglass firewalls (Corvette) are permitted to replace the factory firewall with a minimum of .024 thick steel located in the factory location.

RADIATOR CORE SUPPORT
Radiator core support is not required.

FENDER SPLASH PANS
Fender splash pans may be altered.

WINDSHIELD & WINDOWS
OEM glass or NHRA approved Lexan is required.

FLOOR
Complete stock floor in stock location is required. Flat area of floor-pan starting at "kickup" for rear end (behind rear seat area) and rearward may be replaced with a minimum of .024-inch thick steel or .032-inch aluminum. All entries are allowed a removable trans-tunnel.

WHEEL WELLS
Aftermarket style mini-tubs are permitted.

WING/SPOILERS
All entries are permitted to use rear wing/spoilers. Wing/spoilers are allowed a maximum length of 26 inches. Any adjustments to the wing/spoiler during a run are prohibited.

STREET EQUIPMENT
All entries must have operational headlights/foglights and taillights.

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

BATTERIES
Battery may be relocated and must be an automotive type.

IGNITION
Any battery-operated ignition system permitted. Distributorless ignition systems are limited to one coil per cylinder only. Optical devices and magneto ignitions are prohibited.

MASTER CUTOFF
A master cutoff switch is mandatory on all vehicles with a battery located in the trunk.

STARTER
Aftermarket starters, in stock location permitted.

SUPPORT GROUPS: 9

COMPUTER/DATA RECORDERS
The use of data recorders is permitted.

BRACKET RACING AIDS
The use of any bracket racings aids such as optical sensors, delay boxes, shutter 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.

PRESSURIZED BOTTLES
All pressurized bottles must meet D.O.T. 1800lb minimum specification.

TOW VEHICLES
The use of tow vehicles is permitted.

DRIVER: 10

DRIVER
The driver when in the vehicle, from the ready line until the vehicle is safely stopped on the return road, **isrequired 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 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 NMCA 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.