

RADIAL WARS

CLASS OVERVIEW

Radial Wars is a heads-up 1/8th mile class running on a maximum 315 drag radial or maximum 33x10.5 Bias-ply slick. The use of dual power adders is prohibited. All entries must maintain the factory wheelbase of +/- 3 inches and an external/outwardly appearance for year, make and model being used. Pro Mod bodied cars are strictly prohibited. **The NMCA Tech Director will have the final decision/approval for appearance and/or competition for the Radial Wars class.**

RACING FORMAT

This class will be an all run 1/8th mile heads-up field, **NHRA Pro Ladder** on a .400 Pro Tree with Auto Start. DESIGNATION – RW or RVW followed by permanent number.

<u>ENGINE</u>	<u>POWER ADDER</u>	<u>BASE WEIGHT</u>
Small Block	Naturally Aspirated	Unlimited
Small Block	Nitrous	2200
Small Block	Hi-Helix/Roots	2400
Small Block	Centrifugal Supercharger/s	2400
Small Block	Single Turbo	2300
Small Block	Twin Turbo 84mm	2400
Small Block	Twin Turbo 88mm	2500
Small Block	Twin Turbo 94mm	2600
Small Block	Screw Supercharger	2600
Big Block	Naturally Aspirated	Unlimited
Big Block	Nitrous (4.84")	2450
Big Block	Nitrous (5.00")	2500
Big Block	Nitrous (over 5.00")	2600
Big Block	Hi-Helix/Roots	2850
Big Block	Single Turbo	2700
Big Block	Centrifugal Supercharger/s	2700
Big Block	Screw Supercharger	3100
Big Block	Twin Turbo 84mm	2950
Big Block	Twin Turbo 88mm	3050
Big Block	Twin Turbo 94mm	3200

WEIGHT ADDITIONS/DEDUCTIONS

All boosted Ford Modular Motors/Engines may deduct 100lbs from their original base weight.

All big block entries 570 cubic inches and smaller (Non 481X/Hemi) with a OEM bore space (4.84 Chevy, 4.900 Ford, and 4.800 Chrysler or smaller bore space) may deduct 200lbs from their original base weight.

Bias Ply tire combinations deduct -150lbs.

SMALL BLOCK ENGINE

All entries using a small block engine have a maximum cubic inch size of 490 inches.

Any Pontiac with OEM bore space (4.630 max bore space) and Pontiac style heads can run at small block weight.

OIL RETENTION DEVICE

Required

FUEL

NMCA specified *VP Racing Fuels* is the only fuel is permitted. Nitro-methane, polypropylene, and/or hydrazine are prohibited. NMCA reserves the right to verify fuel at any time during an event.

TURBOCHARGER

The maximum size for any and/or all entries using twin turbochargers is 94mm or 3.700 inches. Compressor wheel/impeller must only be constructed of cast or billet aluminum.

Turbine wheels are only allowed to be constructed from Inconel material.

Turbocharger size will be verified by one or both of the following methods:

1. By measuring the housing bore at the leading edge of the impeller wheel. The maximum diameter of the housing bore at the leading edge of the impeller wheel may not exceed 2mm more than the maximum allowable turbocharger size permitted in this class.
2. By measuring the impeller inducer wheel where the leading edge of the inducer wheel meets the housing. The wheel/blade contour from the inducer to the exducer must be continuous without steps.

NITROUS

All nitrous bottles to be safety vented with pop off to outside of the vehicle.

INTERCOOLERS

Intercoolers are only allowed on centrifugal and turbocharged entries. Air-to-Air or Air-to-Water intercoolers are the only intercoolers permitted for gasoline powered entries. The use of any intercooler with methanol powered entries is prohibited. Air, water and ice are the only

allowed substances in the intercoolers or the intercooler reservoirs. The use of any other agents is prohibited.

DRIVETRAIN

Any transmission, torque convertor, and clutch permitted. Direct drives are prohibited. Any driveshaft meeting SFI 43.1 spec is permitted.

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.

TIRES:

Approved Tires for class are:

Any 315/60R15 or smaller drag radial, maximum radial tire tread width is 13.0 inches.

Any Bias-ply slick with a maximum tread width of 12.0 inches and maximum height of 33 inches.

BODY

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

STARTER

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

MASTER CUTOFF SWITCH

A master cutoff switch is mandatory.

TOW VEHICLES

The use of tow vehicles is permitted.

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.

CREW MEMBERS

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

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 the correct 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 (6.40) or slower. A valid NHRA competition license is mandatory for cars running 9.99 (6.39) 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 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.