

# TVS THROWDOWN

## CLASS DESCRIPTION

The EATON TVS Supercharger Throwdown is a class designed for mildly modified and heavily modified high-performance Chevy, Ford or Dodge vehicles that have a supercharger utilizing a TVS rotor package in an OEM or aftermarket supercharger system. The goal is to provide a fun environment on the drag strip to see who has the quickest TVS-supercharged vehicle and a chance to participate in a national event.

## QUALIFYING, LADDER, FORMAT INFORMATION

**EATON TVS Throwdown** – Scheduled to be run on Saturday of event.

¼ Mile, All Run, NMCA True Street Format, .400 Pro Tree, Heads-Up, Courtesy Stage. There will be trophies and awards for the Winner (quickest average), Runner-Up, and the closest averaged ET that is not quicker than 9.00 seconds, 10.00 seconds, and 11.00 seconds. 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.

**QUICK 4 SHOOTOUT** – Schedule to be run on Sunday of event.

¼ Mile, NHRA sportsman ladder, .400 Pro Tree, Heads-up.

The top four (4) participants (final average ET) from Saturday's competition will be invited to compete in a Quick 4 heads-up race on Sunday.

## ENGINE

All vehicles must be powered by a V-8 small-block Chevy/GM, Modular/Coyote, or Gen III HEMI engine or domestic supercharged V-6 engine platform.

## SUPERCHARGERS

Any TVS-based supercharger system from authorized Eaton Supercharger partners, including any OEM manufacturer, Edelbrock, Magnuson, ROUSH, Superchargers Online, and Harrop. TVS-based superchargers from other brands are allowed, such as VMP Performance, Lingenfelter, Calloway, etc.

## EXHAUST

Any header size / tubing permitted. Open headers, downpipe ok. Bumper / fender exit ok.

## FUEL-DELIVERY SYSTEM

OEM or aftermarket tank in trunk or stock location. No fuel cells in engine bay.

## FUEL

All Fuels Permitted

## **NITROUS**

The use of nitrous is prohibited.

## **TRANSMISSION**

Any automatic or manual transmission permitted

## **BRAKES, FRAME & SUSPENSION**

### **FRONT SUSPENSION:**

#### **K-MEMBERS**

Aftermarket K-Members permitted, but must attach to the chassis using only the original factory OEM type mounting bolts in the factory mounting location. Engine must mount to k-member. No part of the K-member may be permanently attached to the chassis. K-member may be modified in oil pan area to allow oil pan enlargement or removal.

#### **CONTROL ARMS**

OEM or tubular stock type control arms required which must be attached in stock location. Independent Rear Suspensions are legal.

#### **SHOCKS/STRUTS/SPRINGS**

OEM or aftermarket shocks/struts/springs permitted. May use front strut/shock coil overs.

### **REAR SUSPENSION**

**STOCK TYPE SUSPENSION:** Stock type suspension may utilize aftermarket direct replacement type suspension components including aftermarket replacement shocks, springs, coil overs and/or control arms. All stock type suspensions must maintain stock lateral angles and attachment points. Rear Coil overs may be moved inward, but factory wheel tubs must be retained. Aftermarket torque arms permitted.

#### **PANHARD BARS**

Permitted

#### **TORQUE ARMS**

Permitted

#### **WHEELIE BARS**

Prohibited

### **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**

Stock, unaltered frame rails required. Subframes may be joined under car. If connector protrudes through floor, floor must be completely welded to connector. Stock front /rear subframes must remain stock, unaltered, and in stock location. Stock upper core support is required.

## **TIRES & WHEELS**

### **Tires**

Any DOT tires allowed

### **Wheels**

Spindle mount wheels prohibited

## **INTERIOR**

### **UPHOLSTERY**

Must have full factory type upholstery, including carpet, door panels, headliner, and factory dash. Passenger seat may be removed for weight reduction. Aftermarket front seats are permitted and must be upholstered. Rear seat may be removed.

## **BODY**

OEM steel (fiberglass/composite if OEM equipped) body shell required. Aftermarket body parts are permitted. Hood is required. Any rear wing permitted.

## **WINDSHIELD & WINDOWS**

OEM glass or NHRA approved Lexan is required and must maintain a Ford OEM appearance. For example: Optic Armor replacement windows. No braces

## **FIREWALL**

Stock, unaltered firewall required

## **ELECTRONICS**

Trans brake, 2 step, and aftermarket ECU permitted

## **REGISTRATION**

All vehicles must be production-line built with VIN tag. COPO, Cobra Jet, Drag Pak are prohibited.

## **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**

## **CRENDENTIALS**

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.