

## **NSS vs NMC**

### **Class Description**

1955-1985 period-correct nostalgia cars in the 8-15 second range, on a 1/4-mile distance, big and small tires (Nost Super Stock); small tire cars (Nost Muscle Car). Each class will use their respective indexes in competition.

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## Nostalgia Super Stock Rules Class Description

*NEW for 2026: Oil Retention Device Mandatory on all cars.*

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 and early 70's. 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. NSS uses a sportsman's tree and ladder. Qualifying order is determined by closest to the index without breaking out. NSS is an all run field. You are allowed class changes prior to the "final qualifying run" You MUST NOTIFY THE RACE DIRECTOR and make one qualifying run under new index. Laddered pairings (see 2.2). Note: Deep staging is NOT allowed in the NSS class.

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

### NSS CLASS

ELIGIBLE YEAR MODELS AND BODY STYLES Note: Car must have a Big Block Motor.

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

AMC AMX: 1968-70; 390  
AMC Matador, The Machine: 1968-71; Big Blocks  
AMC SC/Rambler : 1968-1969; 390  
Chevrolet Full Bodied: 1959-64; 348 & 409s, 454, Z11 427  
Chevrolet Full Bodied: 1965-71; 396-454  
Chevrolet Camaro: 1967-72; 396-454  
Chevrolet Chevelle/Monte Carlo: 1964-71; 396-454  
Chevrolet Corvette: 1965-72; 396-454

Chevrolet Nova: 1968-70; 396  
 Pontiac Full Bodied: 1959-67; 389-455  
 Pontiac Firebird: 1967-71; 400-455  
 Pontiac Parisienne: 1959-64; 348 or 409  
 Pontiac Tempest/GTO/Lemans/Grand Prix: 1961-71; 389-455  
 Ford Full Bodied: 1959-67; 390-427  
 Ford Thunderbolt: 1964; 427  
 Ford Mustang: 1967-71; Big Block (FE and 385 series permitted)  
 Ford Torino, Fairlane, Montego, Cyclone: 1968-71; Big Block (FE and 385 series permitted)  
 Ford Fairlane/Comet/Cyclone/Falcon: 1963-67; 390, 427 (FE and 385 series permitted)  
 Mercury Cougar: 1967-71; Big Blocks  
 Dodge/Plymouth Full Bodied: 1960-67; 383-440 wedge  
 Dodge/Plymouth Full Bodied: 1964-67; Hemi  
 Dodge/Plymouth Satellite, Road Runner, Coronet, RT, Super Bee, GTX: 1968-71; Big Block  
 Dodge/Plymouth Challenger-Cuda: 1970-71; 383, 426 and 440  
 Dodge Charger: 1966-71; 383, 440, Hemi  
 Buick Full Bodied (Including Special, Skylark & Grand Sport): 1960- 71; 401-455  
 Buick Skylark: 1964-67; 400-401-455  
 Oldsmobile Full Bodied: 1960-67; 394-400-455  
 Oldsmobile Cutlass/442: 1964-71; 400-455  
 Dodge Dart/Barracuda: 1967-69; 383-440  
 Dodge Dart/Barracuda: 1968; 426 Hemi

#### NSS - 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.

#### 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. 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, methanol and E85 are the only fuels permitted. Maximum blended volume of alcohol may not exceed 85%.

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.

#### 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

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

#### OIL RETENTION DEVICES

Engine diaper or belly pan highly recommended.

#### 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

All entries in the eliminator must be carbureted as outlined below. 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. Carburetors are restricted to the

following manufactures: Holley, Edelbrock, Carter, Rochester, Demon, Quick Fuel Technologies. Vehicles in this class permitted the use of carburetors listed for NSS, or

Holley, Quick Fuel or Holley based carburetor 4150 style with a maximum 1.750 throttle blade. (NO Dominators). Carburetor must have commercially available cast

main body. Billet Base Plate and metering blocks are permitted. All NSS combinations are permitted dual four carburetor setup.

#### 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, Billet Aluminum or Composite units permitted in FX.*

#### TURBOCHARGER

Prohibited.

#### AFTERCOOLERS/INTERCOOLER

Prohibited.

#### NSS - DRIVETRAIN

#### CLUTCH

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 (e.g. Dedenbear PG transmission) mandatory. 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 is prohibited in competition and can only be used to engage Reverse gear. All transmissions that require trans-brake activation for Reverse gear must use a

positive-locking toggle switch. Momentary switch or button of any kind is prohibited. All positive-locking toggle switch and wiring must be easily accessible and

identifiable for the Tech staff. 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.

## NSS - 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

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.

### 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 frame required but may be strengthened with the addition of braces and "notched" or moved inboard for rear-tire and wheel tub clearance.

### 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

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.

## 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 allowed.

## BODY

NSS CLASSES: Topless cars prohibited. Lightweight replacement parts permitted for fenders, hood, doors, deck lid, and bumpers. External modifications of anybody

panel that will alter the stock bodyline is prohibited.

FX CLASSES: Topless cars prohibited. Lightweight replacement parts permitted for fenders, hood, doors, deck lid, and bumpers. External modifications of anybody panel

that will alter the stock bodyline is prohibited. Hoods are optional.

## APPEARANCE

All cars in competition must be painted or wrapped. Advertising graphics are permitted on the body.

## 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/truck 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 wheel tubs permitted. Material used to add to the width of the inner wheel well 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.

#### NSS - ELECTRICAL

##### BATTERY:

Battery may be relocated. Charging system optional.

##### IGNITION

Any battery powered ignition system permitted as specified in this section. Aftermarket electronic breaker-less 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. MSD Grid 7720 and/or MSD Controller 7730

Prohibited. 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. Manual or Electric RPM controlling devices 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

Wide band oxygen sensors permitted. "Playback" tachometers permitted.

Data Recorder allowed. Digital Dash Display allowed.

#### STREET-LEGAL REQUIREMENTS

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

#### WEIGHT

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

#### REPLACEMENT CAR

A driver may replace a car during qualifying with another car. The driver must Register, declare an index and Tech the replacement car before the last scheduled qualifying session. If a "scheduled qualifying" session is cancelled due to weather, time, track issues etc and the driver has completed the steps to officially replace the car, they will be placed on the bottom of the ladder. No replacement cars will be permitted after the completion of qualifying. No new entries will be permitted after the completion of qualifying.

## **NOSTALGIA MUSCLE**

### **Class Description**

Nostalgia Muscle is an index-style foot brake only class for 1955 through 1985 year models  
Classification will be based on a visual inspection and an E.T. range.

#### **CLASS DESIGNATIONS & INDEX**

AAA/NM	9.50
AA/NM	9.75
A/NM	10.00
B/NM	10.25
C/NM	10.50
D/NM	10.75
E/NM	11.00
F/NM	11.25
G/NM	11.50
H/NM	11.75
I/NM	12.00
J/NM	12.25
K/NM	12.50
L/NM	12.75
M/NM	13.00
N/NM	13.25
O/NM	13.50
P/NM	13.75
Q/NM	14.00
R/NM	14.25
S/NM	14.50
T/NM	14.75
U/NM	15.00
V/NM	15.25
W/NM	15.50
X/NM	15.75
Y/NM	16.00

Class Car Numbers - 8000-8999

#### **Qualifying Information, Ladder Type, & Tree**

All Run, NHRA Sportsman Ladder, .500 Full Tree, Handicap Start. Auto Start. Courtesy Stage.  
Laddered first round, paired according to qualifying positions, and then advance to  
eliminations.

Class will qualify, be awarded qualifying points and laddered based on elapsed time closest to  
index recorded in the qualifying sessions.

All class participants must declare & have posted the 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 Attempt. If a competitor

changes classes, any previous qualifying runs will be void and not count towards qualifying. Failure to declare an index will result in placement in the "U" Index Class. All qualifiers must have a valid elapsed time recorded to be placed into eliminator competition.

### **ELIGIBLE YEAR MODELS AND BODY STYLES**

The following is a list of Manufactures and Engines allowed to compete in Nostalgia Muscle. Engine must be of the same manufacture as vehicle.

- 64 – 85 AMC Corporation All Body Styles & Models
- 60 – 85 Buick Corporation All Body Styles & Models
- 55 – 85 Chevrolet Corporation All Body Styles & Models
- 55 – 85 Chrysler Corporation All Body Styles & Models
- 55 – 85 Pontiac Corporation All Body Styles & Models
- 55 – 85 Ford Corporation All Body Styles & Models
- 60 – 85 Mercury Corporation All Body Styles & Models
- 60 – 85 Olds Corporation All Body Styles & Models

### **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**

Manufacture of engine must be the same as vehicle. Year of engine cannot exceed 1985 or later.

### **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.

**GASOLINE:**

Gasoline and commercially available E-85 are the only permitted fuels.

**NITROUS OXIDE:**

Prohibited.

**OIL SYSTEM**

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

**SUPERCHARGER:**

Prohibited unless Factory Installed.

**BLOCK**

Cast iron or aluminum aftermarket blocks permitted, but must retain original external appearance.

**ENGINE LOCATION\ MOUNTS**

Engine must be in stock location. Block and/or heads must not touch stock firewall. Firewall must be in stock location. Solid engine mounts permitted. The use of motor plates Allowed.

**HEADS**

Aftermarket cylinder heads permitted, but must retain original overall appearance for engine declared. Any internal cylinder-head modifications permitted.

**VALVETRAIN**

Any valve train permitted with the following restrictions: exposed aftermarket gear or belt drives prohibited. Any timing device must fit beneath the stock type front timing cover.

**CARBURETOR**

OEM style two 4 barrel or three 2 barrel carburetors permitted if offered as factory or dealer option in addition to those options listed in "Eligible Year Models and Body Styles". Carburetors are restricted to the following manufactures: Holley, Edelbrock, Carter, Rochester, Demon,

Quick Fuel Technologies, and Ford-Autolite-Motorcraft. Choke horn, choke plate, choke shaft, choke linkage, and choke mechanism may be removed.

#### **FUEL INJECTION**

Vehicle originally equipped with fuel injectors may replace original OEM units with unit of the same manufacture or basic design, performance and appearances the original unit or factory super ceded unit.

#### **INTAKE MANIFOLD**

Manifold restricted to factory cast iron, OEM cast aluminum, or aftermarket cast aluminum units. Any single plane (360 degree) or dual plane (180 degree) unit permitted which does not extend carburetor(s) above plane of hood. OEM style two 4 barrel or three 2 barrel intake manifolds permitted if offered as factory or dealer installed option.

#### **SOLENOIDS:**

Prohibited.

#### **TURBOCHARGER:**

Prohibited.

#### **AFTERCOOLER/INTERCOOLER:**

Prohibited.

### **DRIVETRAIN**

#### **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 mandatory. Lock-up transmissions/torque converters prohibited. Transmission-to-engine adapters permitted. 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.

**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 not permitted with this type transmission.

#### **MANUAL TRANSMISSIONS**

OEM or aftermarket transmissions with a maximum of 5 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 prohibited. Torque converters not permitted with this type transmission.

**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.

**PURPOSE BUILT TRANSMISSIONS:**

Prohibited.

**REAREND:**

Any automotive type rearend permitted.

**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.

**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 in front subframe. Tubular or rectangular crossmembers and/or "X" bracing permitted. Stock rear subframes required. If the stock rear frame is notched, a piece of the outer frame may be removed for tire clearance only. All notched area of frame rail must be re-covered in steel plate. The inner frame section must remain unaltered. Rear frame rail may not be sectioned. Subframes on unibodied cars may be joined under car. Maximum size material to be used; 2x3x1/8 inch rectangular tubing. If connector protrudes through floor, floor must be completely welded to connector.

**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.

**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**

Manual or power assisted aftermarket steering system in stock location mandatory. Rack and Pinion steering prohibited unless OEM equipped.

### **SUSPENSION**

FRONT SUSPENSION: Stock type front suspension required for body used. Travel limiters permitted. Aftermarket springs permitted. Aftermarket, direct replacement bolt in, tubular A-arms permitted. .

REAR SUSPENSION: Factory spring arrangement must be retained for body used. Leaf springs may be moved inboard for tire clearance. Coil spring vehicles may beef stock control arms or use aftermarket heavy-duty adjustable replacement control arms. Aftermarket springs permitted. Only bolt-on traction devices permitted. Aftermarket weld-on ladder bars, 4-link systems, and coil-over suspensions prohibited.

### **WHEELBASE**

Must retain stock wheelbase with a maximum variation from left to right and front to back of 1 inch.

### **WHEELIE BARS**

Prohibited.

## **TIRES & WHEELS**

### **TIRES**

TIRES—FRONT: Front tires must have a minimum tread width of 4.5 inches.

TIRES—REAR: Street type or drag slicks required. Maximum actual measured tire size is as follows: Actual measured tread of tire is limited to 11.5 inches. Tire width will be measured after conclusion of run at scale area. Outside of rear tire must be within 3.5" of the inside of the fender at widest point. Tire tread may not extend outside fenders.

### **WHEELS:**

Spindle-mount front wheels prohibited.

## **INTERIOR**

### **BODY**

Body must retain original type headlights, turn signals, and chrome. OEM or OEM reproduction steel quarter panels and deck lid required. Original appearing fiberglass bumpers and hood/scoop permitted. The body must be finished & painted.

### **CARPET**



Floor and tunnel where visible must be upholstered or carpeted.

#### **DOOR PANELS**

Door panels must be covered and stock appearing.

#### **GAUGES:**

Aftermarket gauges may be installed in factory dash.

#### **INTERIOR**

Must maintain stock appearance; including factory OEM dashboard, & steering column cover. Heater/air conditioners may be removed.

#### **SEATS**

Upholstered OEM or aftermarket seats (2) in stock location are required. Rear seat may be removed when roll bar/roll cage is installed; area must be carpeted or upholstered.

#### **STEERING COLUMN**

Stock O.E.M. or stock type steering column required. Removable steering wheel permitted.

#### **PEDALS/PEDAL LOCATION:**

Stock type pedals, linkage, and location required.

### **ADVERTISING**

#### **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. Class & Competition Numbers: Numbers must be easily visible/legible and located on the front, back, and both side windows.

**GRAPHICS/LETTERING:**

Graphics/lettering for advertising or creative purposes permitted on entire body.

**SPOILERS, WINGS:**

Aftermarket wings and/or spoilers prohibited.

**FIREWALLS:**

Stock firewall in stock location mandatory.

**FLOOR/TRUNK PAN**

Complete stock floor in stock location mandatory. Floor/Trunk Pan modifications permitted for clearance purposes of wheel tubs and fuel cell installation.

**HOOD/SCOOP**

OEM or original appearing fiberglass hood permitted. Hoodscoops limited to OEM equipment or period style. Hood scoop may be no higher than 4 inches from hood surface. The entire induction system must be completely covered by hood or scoop, which must be part of the vehicle hood.

**WINDSHIELDS/WINDOWS**

Must be OEM safety glass. All windows must be operative.

**BUMPERS:**

OEM or OEM reproduction steel or fiberglass bumpers required.

**FENDER SPLASH PANS**

OEM or OEM reproduction full-fender splash pans required. Splash pans may be trimmed to allow clearance for headers.

**GRILLE**

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

**WHEEL WELLS**

Aftermarket wheel tubs 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:**

All aftermarket or fabricated ram-air units permitted.

**DOORS:**

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**

Ignition systems limited to the following: OEM, Holley "HP" Annihilator, MSD 6 & 7 Series, Mallory HyFire 3RL1, Accel Blueprint & 300+, Crane Fireball HI-6, and Pertronix Flame Thrower. No accessories may be added or included to program timing changes except for start-up retard. Any timing changes must be made by mechanically adjusting distributor or factory stock vacuum advance. Crank triggers and magnetos prohibited. Engine rev limiters, top end only, permitted.

8.5 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. Manual or Electric RPM controlling devices 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**

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 REQUIREMENTS:**

Headlights and tail lights for year & make of body used mandatory. Head lights & tail lights required to be functional.

**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

A head and neck restraint device/system meeting SFI 38.1 is mandatory for any vehicle running 150 mph or faster for 1/4 or 1/8 mile or running 7.49 (\*4.49) E.T. or quicker or by Class Requirements. An SFI 38.1 head and neck restraint device can be used with, or without, a neck collar; when a neck collar is not used, an SFI 3.3 head sock or SFI Spec 3.3 skirted helmet is required.

### **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 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.