

KOFFEL'S PLACE SUPER PRO

1. Must be MOPAR Powered.
2. (4:00 – 7:75), .500 Full Tree, 1/8th-Mile Finish Line.
3. Delay Boxes & Data Recorders Permitted. Cross Talk. No Computers. TruSTART.
4. Normal Summit Motorsports Park Super Pro Rules in effect.
5. Driver and car must meet all NHRA rules for elapsed time and miles-per-hour.

CRT TRANSMISSIONS PRO

1. Must be MOPAR Powered.
2. (9.00 – 13.99), .500 Full Tree, 1/4-Mile Finish Line.
3. Trans Brakes, 2-Steps, Line Locks and Air / Electric Shifters Permitted. Data Recorded Permitted. Digital Dash permitted. No Computers. TruSTART.
4. Door Cars Only.
5. Normal Summit Motorsports Park Pro Rules in effect.
6. Driver and car must meet all NHRA rules for elapsed time and miles-per-hour.

TTI PERFORMANCE EXHAUST SPORTSMAN

1. Must be MOPAR Powered.
2. (11.60 – 19.99), .500 Full Tree, 1/4-Mile Finish Line.
3. No Electronics. No Computers. TruSTART.
4. Door Cars Only.
5. Normal Summit Motorsports Park Sportsman Rules in effect.
6. Driver and car must meet all NHRA rules for elapsed time and miles-per-hour.

HHP GEN 3 HEMI SHOWDOWN

1. Gen 3 Hemi Only – No other motor design permitted.
2. Any Dial, .500 Full Tree, 1/4-Mile Finish Line.
3. No Electronics. No Computers. TruSTART.
4. Full Body Mopar Only.
5. Driver and car must meet all NHRA rules for elapsed time and miles-per-hour.

A&A TRANSMISSION HEMI SUPER STOCK RULES

The class is open to all vehicles originally intended for Hemi Super Stock Competition - Clone cars are acceptable. The following vehicles are the only eligible vehicles to compete in the Class:

1968 Dart and Barracuda A-Body 2 door

1963-65 Dodge and Plymouth B-Body 2-door

1963-65 Dodge and Plymouth B-Body wagon

1966-67 Coronet and Belvedere 2-door

1966-67 Coronet and Belvedere wagon

1968-71 Dodge and Plymouth B-Body 2-door

1970-71 Challenger and Barracuda E-Body

Automatic and manual transmission cars will compete in the same class.

The race will be run using a qualifying ladder on a .500 FULL TREE, All Run, Dial-In Format, Handicap / Break-out, with TruSTART.

Qualifying: The class will be qualified by positive reaction time in all qualifying sessions. Positive reaction time (r/t) closest to ".000" based on a Pro .500 Tree. ".000" is considered perfect. Any negative r/t (-.001, -1.231, etc.) will be placed at the bottom of the qualifying ladder, the more negative the r/t is, the farther down the ladder the run will be placed. For cases in which identical reaction times are made, qualifying position will be based on a whomever ran first: the first occurring r/t will be placed #1, the second occurrence of said r/t will be placed #2, and so on. The race will be run on an individual dial in and the dial in can be changed between rounds and must be displayed on all four sides of vehicle. Lane choice for eliminations will be best reaction time from previous round or as agreed by the paired participants.

Safety:

Safety: All cars must pass NHRA safety inspection for their given speed / ET.

Helmet: For all 10.00 and slower cars, either an open-face or a full face Snell: M2015, M2020, SA2015, SA2020, FIA: 8860-2010, 8860-2015 or 8860-2018 helmet mandatory; shield permitted (goggles prohibited). For all 9.99 and quicker cars, a full-face Snell M2010, M2015, M2020, SA2010, SA2015 or SA2020 helmet mandatory; shield permitted (goggles prohibited). See NHRA General Regulations 10:7.

Protective Equipment See NHRA General Regulations 10:10.

Parachute Mandatory on any car that runs 150 mph or faster. See NHRA General Regulations 4:8.

Ballast: Removable ballast limited to 100 pounds. Weight must be installed in acceptable weight box, installed in trunk (or behind driver for station wagons) and be attached to the frame or cross member by at least two ½" bolts. Weight may not be attached to roll bar or cage.

Body:

Body: Alterations or customizing prohibited. Fiberglass or other lightweight body panels are allowed for front fenders, bumpers, and hood. No air dams or non-OEM spoilers allowed.

Fender Splash Pans: Full inner panels are required but may be trimmed for header clearance.

Firewall: Firewall must be original and in stock location.

Grille: Must be full production for make, model and year claimed. Covering in front or behind grille prohibited. Vehicle must retain stock appearing head lamps, tail lamps and turn signals.

Hood/Scoop: Hood required in all classes. Hood may be modified to clear legal intake manifold with addition of a Scoop. Scoop must be same as original equipment type for body style used. 63-65 B-body cars may run the 64-65 HEMI scoop, 1966-67 B-Body cars may run 1967 B-Body HEMI scoop, 68 A Body must run the 68 A Body HEMI Scoop, 68-71 B-Bodied cars may run Six Pack or HEMI scoop and 1970-71 Challenger E-Body may run T/A, Shaker scoop, 1970-71 Barracuda E-Body may run AAR, Shaker scoop.

Interior: Full upholstered and carpeted interior must be retained. Upholstered aftermarket front bucket type seats permitted (two required). Rear seat may be removed when roll bar/cage is installed, but area must be upholstered or carpet leaving no bare panels. Full dashboard must remain with aftermarket gauges allowed.

Windows: Windshield and windows must be of safety glass, Lexan, Plexiglas, or other shatter-proof material. Windows not required to be operative.

Wheel Tubs: Wheel tubs of any size are allowed if legal wheels and tires are positioned in stock location relative to exterior body lines

Chassis

Chassis: Stock chassis is required. Sub frames may be joined. Rear frame may be moved in or reconstructed for rear tire and wheel tub clearance. Roll cage required in all vehicles. Vehicles running 9.99 e.t. or quicker must have current SFI chassis certification sticker.

Brakes: Brakes required on all four wheels. Aftermarket units allowed. Line-locks permitted.

Steering: Stock steering required unless permitted under NHRA Super Stock Rules.

Suspension: Stock front suspension required. (Unless permitted under NHRA) After Market Tubular K-Frames Permitted, Torsion Bars must be retained. Front suspension limiters permitted. Sway bar optional. Solid bushings in rear suspension allowed. Leaf springs may be moved inboard for tire clearance. Ladder bars or four-link rear suspensions allowed. Wheelie bars required on all HEMI cars 10.00 or faster.

Tires: Rear tire (new) must not exceed 14.5 inches wide by 33 inches diameter; Tire tread may not be outside fender. Maximum clearance between sidewall and body 3 inches. See NHRA General Regulations 5:1.

Drivetrain

Automatic Transmission: Any model transmission with torque converter allowed. Must have 3 forward gears, any shifter allowed. Transmission brake allowed.

Manual Transmission: Aftermarket 4-speed transmission and manual shifter allowed. No "clutchless" or planetary Lenco-type transmission allowed. Clutch must be activated by normal foot motion without the aid of any electronic or pneumatic device.

Rear End: Any rear end allowed, provided it was original equipment in an American production car. Aftermarket housings and axles, along with any gear ratio, are allowed, Driveshaft Loop: Required.

Electrical

Electrical: Battery may be relocated. Electrically driven fans and water pumps permitted. Charging system not required.

Electronics: Limited electronics permitted. See The current NHRA “General Regulations 8:3.”. Delay Boxes/Devices Prohibited. Data Recorders Permitted as per NHRA General Regulations 9.2

Engine:

Block: Engine block restricted to Chrysler “GEN-2” 426 cubic inch Hemi design, must be original assembly line block or aftermarket replacement block. Aluminum blocks allowed. Any displacement and internal modifications are allowed.

Carburetion: Any two four-barrel carburetors accepted. Holley 4150 Style or Carter/Edelbrock AFB/AVS style only –(No Dominator 4500 style carburetors permitted) Carburetors must outwardly appear stock with the exception of the deletion of the choke valve, choke shaft and linkage.

Cylinder Heads: Aluminum aftermarket heads allowed, must retain original external overall appearance. Any internal modifications allowed. Intake Manifold: Any dual four-barrel intake manifold permitted provided it fits under stock style hood with chosen hood scoop. Sheet Metal Intakes Permitted

Fuel: Only gasoline fuel is permitted. Aftermarket fuel cells, electric fuel pumps and regulators allowed. No nitrous oxide, No e-85 or Methanol permitted.

Ignition: Any aftermarket ignition systems, wiring and electronic conversion kits are allowed. See The current NHRA “General Regulations 8:3” for Super Stock electronics restrictions.

Oiling System: Dry sump systems not allowed.

Note: It is ultimately the competitor's responsibility to familiarize themselves with the Summit Motorsports Park NSS and Hemi SS class requirements, as well as the NHRA safety requirements. The competitor also agrees they bear the ultimate responsibility when it comes to safety and how their car complies with class rules. The competitor also agrees that no one else other than the competitor is in the best position to know how their particular race car has been constructed and how to safely operate it.

MANCINI RACING NOSTALGIA SUPER STOCK

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.

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

Qualifying Information, Ladder Type, & Tree

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

Class will qualify and be laddered based on elapsed time closest to the index recorded in the qualifying sessions. Lane choice will be awarded to the car closest to their index. A breakout win cannot be awarded lane choice unless both cars' breakout. The car breaking out by the least will be awarded lane choice.

All class participants must declare and have posted the class of choice prior to the 1st scheduled qualifying run or at the time of technical inspection. Competitors may change classes up to 30 minutes following either their first or second Qualifying Session. 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 "M" Index Class. All qualifiers must have a valid elapsed time recorded to be placed into eliminations.

Deep Staging

Deep staging is not allowed in NSS.

Courtesy Staging

If a racer "double bulbs" his opponent, they must wait for the starter to back you out of the staging beam to re-stage. If the opponent turns on the top bulb, then it is too late to both re-stage. The race will go on. The Track Starter controls the tree and has final call on staging process. Once a racer pre-stages his/her vehicle they have accepted the index/ET on the scoreboard.

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: 1968-69; 390
- AMC Matador, The Machine: 1968-71; 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 Charger: 1966-71; 383, 440, Hemi
- Dodge Dart/Barracuda: 1967-69; 383-440
- Dodge 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, 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 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.

(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. 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 duel 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 AAAA/FX, AAA/FX, AA/FX, and A/FX ONLY.

SOLENOIDS:

Prohibited.

TURBOCHARGER

Prohibited.

AFTERCOOLERS/INTERCOOLER

Prohibited.

DRIVETRAIN

CLUTCH

Clutch operation must be manually applied and disengaged with foot during run, without the assist of electric, hydraulic or pneumatic devices. Multistage, 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 rearends 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 of 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. 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.

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 lock 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.

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.

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 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.

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. 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

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. Digital Dash Display 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: 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

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 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.