

LIMITED STREET

CLASS OVERVIEW

Limited Street is an entry-level power adder class, limited to a single power adder, designed for small blocks in 1954 and newer Ford bodied vehicles. Entries are limited to 302/351, 4.6L (2V/3V/4V), 5.0C, 5.4 and 5.8 Modular engine types.

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 NMRA Tech Director.

RACING FORMAT

This class will be an all run heads-up field, **NHRA Pro Ladder** on a .400 Pro Tree.

CLASS DESIGNATION -

<u>POWER ADDER</u>		<u>ENGINE MAX CID</u>	<u>BASE WEIGHT</u>
N/A	4.6	305	2700
N/A	302/351	315	2600
N/A	302/351	365	2750
N/A	5.0C	340	2650
NITROUS	4.6	305	2900
NITROUS	302/351	365	3150
NITROUS	5.0C	315	3100
SUPERCHARGER	4.6	305	3400
SUPERCHARGER	302/351	365	3300
SUPERCHARGER	5.0C	315	3500
SUPERCHARGER	5.4/5.8	365	3650
TURBOCHARGER	EcoBoost	170	3200
TURBOCHARGER	4.6	305 (Spec Turbo)	3675
TURBOCHARGER	302/351	365 (Spec Turbo)	3575
TURBOCHARGER	5.0C	315 (Spec Turbo)	3775

WEIGHT ADDITIONS/DEDUCTIONS

SUPERCHARGER BASE WEIGHTS LISTED ABOVE ARE FOR GROUP 1 SUPERCHARGERS

ALL GROUP 2 SUPERCHARGERS +100lbs

N/A combinations over the MAX cubic inch listed will be assessed a +4lb per cubic inch weight penalty to their original base weight.

Non-intercooled Supercharged/Turbocharged deduct -100lbs

Boost/N20 Entries: Mickey Thompson ET Radial Pro/R and Hoosier DR2 (275/60R15) +100lbs (N/A combos exempt)

4.6 Modular 3V engine deduct 200lbs from 4.6-4V base weight

4.6 Modular 2V engine deduct 300lbs from 4.6-4V base weight

315ci Windsor style Boost/N20 engines deduct -100lbs

5.0C NA smaller than 315 may deduct -100lbs.

4.6 Modular (4v, 3v, 2v) combinations with 289ci or smaller engines may deduct -50lbs

Ported Coyote, Boss 302 and 2015-Newer cylinder heads +75lbs

GT 350 Cylinder heads (N/A combos add +125) (Boosted combos add +175)

Ported Cylinder Heads on boosted/nitrous +75lbs

EcoBoost combinations may use nitrous as second power adder with a +100lbs weight adder.

EcoBoost combinations may use air-to-water intercooler with a +100lbs weight adder.

4.6 and 5.0C combinations using a 76mm Turbo add +150lbs to base weight
302/351 combinations using a 76mm Turbo add +250lbs to base weight.

GROUP 1 SUPERCHARGERS –

Kenne Bell – 2.1 (factory location Throttle Body, ie no rear-mounted TB)
Paxton Novi 1000, 1500
Vortech V-1, V-2, and V-3 (A, B, S, Si, and Ti)
ProCharger – P1SC, P1SC-2, D1SC

GROUP 2 SUPERCHARGERS – add 100 lbs to Base Weight

Paxton – Novi 2000, 2200 (cast impeller)
Vortech – JT (cast impeller)
Procharger – P1X
Whipple 2.3L (factory location Throttle Body, ie no rear-mounted TB)
Kenne Bell 2.6L (factory location Throttle Body, ie no rear-mounted TB)
All-Brands using Eaton TVS2300 (2.3L)—i.e. VMP Superchargers, Roush Performance, Edelbrock E-Force, Magnusson, etc.

ENGINE: 1

FORD 302

ENGINE - Any 302/351 is permitted with a max CID of 365ci. Any internal engine modifications permitted.

CYLINDER HEADS – Any OEM or Aftermarket cast iron or aluminum cylinder head permitted. Billet and one-off cast cylinder heads are prohibited. Spark plug must maintain OEM location and angle. All heads must maintain factory valve angle +/- 2 degrees. Porting permitted, boosted/nitrous applications add 75 pounds. Port-matching the intake and exhaust port to manifold/header allowed up to ½-inch into port without incurring weight penalty. Welding/Epoxying of cylinder prohibited. Intake port plates prohibited. Intake port adapters permitted on 5.4L engine combinations for accepted 4.6L intake manifolds only. Exhaust port plates permitted with a maximum thickness of .500 inches.

- Ford OEM 4.6, 5.0C, 5.0, 5.4, 5.8 Cast Iron and Aluminum Heads
- FRPP GT-40/GT-40P/GT-40X, GT-40Y Cast Iron and Aluminum Heads
- FRPP 4.6 2V & 4V
- FRPP 4.6 3V PN# M-6049-463P and M-6050-463P
- FRPP Z304 Cylinder Head PN# M-6049-Z304
- FRPP Z2 Cylinder Head PN# M-6049-Z2
- Edelbrock Performer & Performer RPM PN# 60329, 60359, 60279,60229,60259,60269
- Edelbrock Victor Jr. A/C & CNC PN#, 61269, 61279
- Edelbrock Performer RPM PN#51259XT
- Edelbrock Victor Jr. PN#77169, 77189, 77199, 77179
- Edelbrock Victor Jr. PN# 77389
- Edelbrock E-CNC 185 PN#79249, 79259
- Edelbrock E-205 PN# 5026, 5027, 5028
- Trick Flow Twisted Wedge & Track Heat, Non-R
- Trick Flow TFS-52910002-M44
- Trick Flow 11R 190cc
- Trick Flow High Port 192, 225* (see below)
- Brodix ST 5.0 Aluminum, PN# ST 5.0, ST 5.0R
- Brodix T1 & T1X
- DSS

- Holley 5.0, PN# 300-573, 574, 575, 576, 577, 578, 579
- World Products Roush 180 & Windsor Jr., PN# 53030, 23030
- World Products Roush 200 & Windsor Sr., PN# 53040
- World Products Man O'War 023005
- Dart Pro 1 170cc & 195cc as-cast; 215cc & 225cc CNC
- Air Flow Research 165, 185, 205, 225
- Air Flow Research PN#1428 195cc
- Air Flow Research PN# 1451/1456 220cc
- Canfield PN# 18-350, 20-450, 20-475
- RHS 180cc, 200cc & 215cc (Iron & Aluminium)

*Trick Flow High Ports add 100 pounds (ported or un-ported, do not apply 75 ported adder)

**Manufacturer ported heads qualify for the 75-pound weight addition, such as AFR Renegade 220, Dart 225 CNC, ETC. Contact Tech for any questions on manufacturer ported cylinder heads (NMRARules@promediapub.com)

INTAKE MANIFOLDS — Any mass-produced 302/351 cast aluminum intake manifold

Ford EcoBoost (4 cyl)

ENGINE – Any four-cylinder OEM engine block is permitted. Any internal engine modifications are permitted. 170 max cid.

CYINDER HEADS – OEM cylinder head only.

INTAKE MANIFOLDS— Any mass-produced EcoBoost intake manifold permitted.

Ford 5.0 COYOTE

ENGINE – Any OEM or cast aluminum aftermarket engine block is permitted. Any internal engine modifications are permitted. 311 max cid.

CYINDER HEADS – OEM cylinder heads only. GT350 cylinder heads cannot be ported.

INTAKE MANIFOLDS— Any mass-produced Coyote intake manifolds; non-cast aluminum or OEM/Ford Performance intake manifolds must be approved by NMRA tech.

Ford 5.4 & 5.8 Modular

ENGINE – Only OEM 5.4 or 5.8 Modular blocks permitted. Any internal engine modifications are permitted. 365 max cid.

CYINDER HEADS – Un-ported or Ported OEM cylinder heads only.

INTAKE MANIFOLDS —TBD, Performance intake manifolds must be approved by NMRA tech.

Ford 4.6 Modular (4v, 3v & 2v)

ENGINE – Any 4.6 block is permitted. Any internal engine modifications are permitted. 305 max cid.

CYINDER HEADS – Un-ported or Ported OEM and Trick Flow 4.6 2V (PN# 51910001-M38 & 51910002-M44) cylinder heads only.

INTAKE MANIFOLDS —TBD, Commercially-available spacer for 4.6/5.4 intake swap permitted, Performance intake manifolds must be approved by NMRA tech.

HARMONIC BALANCER

Ford OEM or aftermarket harmonic balancer is permitted. SFI Spec 18.1 balancer is required.

ENGINE MOUNTS & LOCATION

Engine location may be altered from stock; however, no part of engine or heads may contact firewall. Engine plates permitted. Solid engine mounts permitted.

ENGINE COATINGS

Permitted

CONNECTING RODS

Stock or aftermarket connecting rods required.

CAMSHAFT

Any camshaft permitted.

LIFTERS/LASH ADJUSTERS

Any lifters/lash adjusters permitted.

PUSHRODS

Any aftermarket steel pushrods are permitted.

PISTONS & PINS

Stock or aftermarket pistons and pins are permitted.

PISTONS RINGS

Stock or aftermarket piston rings are permitted.

TIMING CHAINS

Stock or aftermarket timing chains are permitted.

ROCKER ARMS

Any aftermarket rocker arms are permitted.

VALVE SPRINGS & RETAINERS/LOCKS

Any valve springs and retainers/locks are permitted.

INDUCTION – Naturally aspirated and nitrous-powered entries may be EFI or carbureted. Commercially available aftermarket intakes only. No fabricated or sheet metal intakes, unless approved by NMRA Tech.

NITROUS

Limited to a single stage plate located between the carburetor and intake manifold. Any conventional single stage or cross-bar single stage plate nitrous system with a maximum of four spray bars (two nitrous & two fuel) permitted. All entries using a conventional single stage, single plate nitrous system (one nitrous jet and one fuel jet) have a maximum nitrous jet size of .085. All entries using a cross bar single plate system (two nitrous jets and

two fuel jets) have a maximum nitrous jet size of .059. The maximum allowable number of solenoids for any single stage plate system or cross bar system is three (1 nitrous, 1 fuel and 1 redundant purge). Wet or Dry single nozzle EFI nitrous systems are limited to a .085 nitrous jet.

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. Nitrous purge must exit engine bay. Push systems are prohibited. Progressive controllers are permitted. Maximum feed line size of AN6 from the bottle to the solenoid.

TURBOCHARGERS

Turbochargers are measured at the inducer wheel diameter at the point where the leading edge of the compressor wheel meets the inlet housing. Compressor wheel/impeller must only be constructed of cast or billet aluminum. Turbine wheels are only allowed to be constructed from Inconel material.

Spec Turbo – Approved Un-modified part #s listed below

Bullseye – part # BMW368

Garrett – part # GTX3584RS

Precision – part # PT6766 CEA

76mm Turbo - Compressor wheel restricted to a cast or billet aluminum 76.9MM inducer and 105mm exducer and Turbine wheel maximum of 84mm inducer and 75mm exducer, T4 exhaust and downpipe cannot exceed 3-inch maximum inside diameter for a minimum of 12-inches.

SUPERCHARGERS

Must run off a serpentine belt. Nitrous oxide prohibited.

INTERCOOLING

Centrifugal supercharger and turbocharger combinations are allowed to use an air-to-air intercooler. The use of water and/or methanol injection kits is prohibited. Roots-style and Twin-screw superchargers are allowed to use air-to-water intercoolers. Air-to-water intercoolers in positive displacement superchargers are required to be the as-supplied intercooler from either the supercharger or vehicle manufacturer. Larger cooling lines and remote tanks are permitted.

OILING SYSTEM

Any wet-type oiling system is permitted. Any oil pan is permitted. All entries are permitted the use of windage trays, crank scrapers, etc.

COOLING SYSTEM

Entire cooling system must be contained within the engine compartment. Ford OEM production-style or aftermarket radiator is required, functional, and must be mounted in stock location. Ice chests/reservoirs for engine cooling in pits only. Stock upper core support is required. Any aftermarket water pumps (belt drive or electric drive) are permitted. Any cooling fans are permitted.

EXHAUST SYSTEM

Any tubular headers and mufflers required.

Mufflers are not required on Turbo combinations.

Maximum inside diameter of exhaust system is 3-inches from the collector or turbo for a minimum length of 12-inches.

FUEL SYSTEM

Any electric fuel pump permitted. Electric fuel pump must shut off with vehicle's ignition switch or master cut-off switch. Fuel lines may be changed to any size line with in-line fuel filters and fuel regulators permitted. Factory gas tanks and aftermarket fuel cells are permitted. When using a fuel cell, a rear firewall of a minimum .032 inch aluminum or .024 inch steel must be installed to totally seal driver compartment from fuel cell.

EFI SYSTEM

OEM or any commercially available mass-produced aftermarket fuel-injection system permitted. Any size/type of fuel injector permitted with a maximum of 8 injectors located in the stock location. Traction Control PROHIBITED.

THROTTLE BODY

Only mass-produced, commercially available throttle bodies are permitted. Single throttle body is required. All engine combinations may use an OEM style, aftermarket, commercially available, bolt-on throttle body. EGR spacer is not required. Nitrous and naturally aspirated 302/351 Windsor style engines restricted to a four-bore, 4150 style throttle body or a maximum of 90mm single bore throttle body.

THROTTLE LINKAGE

Throttle control must be operated by the driver's foot

CARBURETOR

Open to 4150-style carburetors with a throttle bore maximum diameter of 1.775-inches. Blow-through carburetor combinations are legal for turbocharged/supercharged applications.

FUEL

E85 and Gasoline as outlined here is the only acceptable fuels for use in this eliminator. Q16 is permitted for Naturally Aspirated combinations only. The NMRA reserves the right to check gasoline at any time during competition. Gasoline, as defined by the NHRA rulebook, is a mixture of hydrocarbons only. The average dielectric constant (D.C.) for the hydrocarbons that compromises gasoline is 2.025. This is defined as a reading of "0" on the fuel-check meter. NMRA allows no greater reading than a "0" on the fuel check meter. Failure to pass fuel check is grounds for disallowance of the run during competition and disqualification from the event during eliminations. Ethanol-based fuels must have a maximum reading of 85% ethanol; VP Racing Fuels C85 is legal and recommended, FTW blends are prohibited.

DRIVETRAIN: 2

CLUTCH, FLWHEEL & FLYWHEEL SHIELD

Clutch and flywheel meeting SFI Spec 1.1 or 1.2 with any single or dual disc diaphragm type clutch allowed. Steel flywheel shield meeting SFI Spec 6.1 is mandatory. Flywheel shield cannot be modified for clutch adjustment and/or cooling holes. 2005 and up Mustangs are allowed to retro-fit to the 79'-04' factory style cable mechanism.

MANUAL TRANSMISSION

OEM or aftermarket OEM-style transmissions (Tremec) allowed (O.D. not required) and reverse may be used. Aftermarket 4-speed transmission (G-Force 101A, Jerico DR4, etc) are permitted. All gear changes must result directly from the driver's foot. Pneumatic, hydraulic, electric, etc. shifters are prohibited. Floor-shift conversion kits are permitted. Clutchless transmissions are prohibited. Clutch must be used to change gears in a conventional manner.

AUTOMATIC TRANSMISSION

Any aftermarket OEM automatic transmission allowed. Aftermarket case must meet SFI Spec 4.1 and 30.1. Modifications to shifting pattern are permitted provided full shift pattern is retained. Lock up torque converters permitted for OEM Ford Overdrive transmissions only (i.e. 4R70W, 5R55S, 6R80, etc). Any torque converter permitted. Functional neutral safety switch is required. Transbrake is legal

DRIVELINE

Any steel or aluminum driveshaft is permitted. Carbon fiber driveshaft is prohibited. Driveshaft safety loop is required. Titanium Driveline Components prohibited unless OEM Factory Equipped. Example: Axles, Brake rotors, Calipers, Etc.

REAR END

Any automotive type rear end is 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. Titanium Brake Components prohibited unless OEM Factory Equipped. Example: Brake Rotors, Calipers, Etc.

STEERING

Any American automotive type steering system permitted.

SHOCKS/STRUTS

Stock replacement type shocks and struts are required. Coil-over struts are permitted. Front and rear struts/shocks must mount in stock location. Shocks/struts must be stand-alone and cannot be adjustable during a run. Electronic programmable shocks/struts are prohibited. Spindle mount type struts are prohibited.

FRONT SUSPENSION

Post 1978 and Newer Vehicles: Stock, aftermarket or tubular type K-member permitted. K-member must mount in its original location. K-member may be notched for oil pan clearance. Factory strut/shock towers are required. Bolt-on type caster/camber plates are permitted. Factory or commercially available controls arms are permitted. *Pre-1978 and Older Vehicles:* The use of commercially available bolt-on front suspension kits for engine fitment is permitted. Factory strut/shock towers are allowed to be modified for engine fitment and must maintain an OEM appearance.

REAR SUSPENSION

Stock rear type suspension is required. Racing style 4-link and ladder bar type suspensions are prohibited. Stock type suspension may utilize any commercially available shocks, springs, leaf springs or factory style 3-link/4-link suspension systems for the particular year/make/model of car being used. Leaf springs are allowed to be moved inboard. Torque arm style suspensions are only permitted on OEM equipped vehicles. Bolt-on traction devices, Pan hard bars and anti-roll bars are permitted. Factory attachment points on the rear axle are allowed to be relocated.

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 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

Front and rear frame rails must remain in the stock locations. Front frame rails are to remain unaltered. Rear frame rails may be notched for tire clearance only. Notching rear frame rails for rear end clearance/ride height purposes is prohibited. Sub frame connectors are permitted. Engine plates are permitted.

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

Bias-ply slicks up to 28-inches tall by 10.6-inches wide or 275/60R15, 305/45R17, and 275/40R17 drag radials, required—**Mickey Thompson ET Street S/S, Nitto 555R (base)**

Mickey Thompson ET Street R, Pro 275, and Hoosier DR2 are permitted with weight adder. See weight adder list. Tire tread may not extend outside of the fender.

Tire tread may not extend outside fenders. Tire shaving is prohibited.

WHEELS

Aftermarket racing wheels permitted. Spindle mount type front wheels are prohibited.

INTERIOR: 6

UPHOLSTERY

Must have full factory type upholstery, including carpet, door panels, headliner, and factory dash. Driver's and passenger's seats are required and mounted in the stock location. Aftermarket front seats are permitted and must be upholstered. Rear seat, heater and A/C controls may be removed.

STEERING COLUMN/WHEEL

OEM or stock type steering column required. Steering column must have a factory appearance. Removable steering wheel is permitted.

PEDALS & PEDAL LOCATION

Stock type pedals and linkage in the factory location are required.

BODY: 7

BODY

Body must retain original appearances and profiles for year, make and model being used. OEM body shell must be intact. Lightweight body panels are restricted to hood, bumpers and deck-lid/truck-lid or hatch. Hood can be a lift off style and deck-lid/trunk-lid or hatch must be hinged. Lift off style deck-lid/trunk-lid or hatch is prohibited. Alterations or aerodynamic modifications are prohibited.

HOOD SCOOPS

The use of aftermarket forward facing hood scoops is prohibited. Ford OEM hood scoops are permitted and must be sealed off from fresh air. The use of cowl induction style hoods are permitted on any vehicle with a maximum height of 6 inches. Cowl height will be checked from the tallest point of the hood to the fender line. All entries are only permitted to use an air pan that allows for fresh air to be sourced from the rear of the cowl hood. No other fresh air source is permitted.

COWL AREA

Complete Ford OEM cowl is required.

GRILLE

Grille must be full production for make, model and year being claimed. Covering in front of or behind the grille is prohibited. Sourcing air to feed the engine from the front grill/bumper area is prohibited.

BUMPERS

Aftermarket front bumper covers are legal and closed lower valence accepted. No body components, bumper additions, sill plates, chin spoilers, body kits, license plate frames, etc. are permitted to be added to the nose of the vehicle.

FIREWALL

Stock, unaltered firewall is required.

FENDER SPLASH PANS

Full, factory Ford OEM or aftermarket inner fenders are required.

WINDSHIELD & WINDOWS

All Ford OEM glass is required.

Optic Armor stock replacement windshield and Rear Glass permitted per manufacturers recommended specs.

FLOOR

The entire floor, including transmission tunnel, must be unaltered and in the stock location. The spare tire well can be replaced with Sheetmetal. Manual transmission vehicles are only permitted to modify the transmission for shifter clearance.

WHEEL WELLS

Factory wheel wells/tubs are required. Widening/sectioning for tire fitment is permitted and must maintain a Ford OEM appearance. Aftermarket style mini-tubs are prohibited.

WING/SPOILERS

Rear wing/spoiler is permitted with a maximum length of 26 inches. Rear wing/spoiler will be measure from the transition point of the deck-lid/trunk-lid to the rear most portion of the wing/spoiler. Any adjustments to the wing/spoiler during a run are prohibited.

STREET EQUIPMENT

Headlights and taillights are required.

APPEARANCE

All cars in competition must be painted or wrapped. Advertising graphics are permitted on the body. In order to be eligible for the NMRA 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 NMRA does require all entries to run the following decals:

1. NMRA Windshield Banner: Decal needs to be located on the top of the windshield or just above the windshield located on the body.
2. NMRA 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/CHARGING SYSTEM

Battery may be relocated and must be an automotive type.

IGNITION

Any battery-operated ignition system is permitted. Distributor drive system must be stock Ford OEM as produced from the factory. Modular engines are permitted to use cam-drive distributors. **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

Only NMRA approved external data recorders, data loggers, are permitted. Only a single O2 sensor is permitted to be installed in each header collector. Playback tachometers permitted including those that record driveshaft RPM. Laptops prohibited in vehicle during competition. Traction Control PROHIBITED. Any systems not listed, must be presented to NMRA Technical Committee for approval.

Approved Data Loggers:

- Racepak: Sportsman Series/IQ3
- AEM: AQ-1
- Port-a-Tree Data: Electronic Switch Panel
- Computech: Data Max

- RPM Performance Products: DL10
- Performance Trends: DataMite III
- Altronics: DataQuest
- Holley Digital Dash
- Auto Meter LCD Dash Logger
- Big Stuff 3

DRIVER: 10

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**

CREREDENTIALS

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 NMRA 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.