

RENEGADE

CLASS OVERVIEW

Renegade is a heads-up class designed for single power adder small block engines in Ford bodied vehicle. Racers have their choice to use a single stage fogger system, dual stage plate system, or a specific size supercharger. Engines are limited in camshaft valve lift and cylinder heads keeping horsepower "in check" to ensure no single combination can dominate the field. Entries are required to race on stock suspension while using a 28-inch by 10.6-inch bias-ply slick or 275 drag radial tire.

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.

<u>POWER ADDER</u>	<u>BASE CID</u>	<u>BASE WEIGHT</u>
Nitrous	400	2700
Nitrous	420	2750
Nitrous	440	2800
Nitrous	460	2850
Supercharger Push Rod	311	2950 3000
Supercharger	311	3050 3100
Supercharger Push Rod	365	3050 3100
Supercharger	365	3150 3200
Turbocharger Push Rod	311	3100
Turbocharger Mod Motor	311	3200
Turbocharger Push Rod	365	3150
Turbocharger Mod Motor	365	3250

NOTE: Maximum CID for all boosted engine combinations is 415 inches. Maximum CID for all nitrous engines is 470 inches. If actual CID size is over the CID size listed, you will be assessed a 2lb per cubic inch weight penalty to your original base weight. All weights will be rounded down to the nearest 5lb. increment.

WEIGHT ADDITIONS/DEDUCTIONS

2015 and newer Ford Mustang (S550) may deduct 25lbs from their original base weight.

All nitrous powered entries utilizing a conventional stage, single plate nitrous system (one nitrous jet and one fuel jet) may deduct 50lbs from their original base weight.

Belt driven centrifugal superchargers with a rear facing air inlet may deduct 75lbs from their original base weight.

All boosted push rod engine combinations utilizing a .550 inch lift camshaft or less may deduct 50lbs from their original base weight.

All entries using a Dry Sump oiling system must add 25lbs to original base weight.

All centrifugal superchargers utilizing a compressor housing diameter of 9.76 inches or larger must add 75lbs to their original base weight.

Centrifugal supercharged entries using a supercharger with a 3.57" or smaller inducer diameter impeller may deduct 100lbs from their original base weight.

4.6L/5.4L Modular 3V engines are allowed to deduct 200lbs from their original base weight.

4.6L/5.4L Modular 2V engines are allowed to deduct 200lbs from their original base weight.

Turbocharged entries using a 76mm compressor impeller inducer diameter and a 98mm exhaust/turbine impeller inducer diameter may deduct ~~250~~200lbs from their original base weight.

REQUIREMENTS & SPECIFICATIONS

ENGINE: 1

BLOCK

Any OEM or aftermarket cast iron or cast aluminum Ford 302W/351 or cast aluminum Ford 4.6L/5.4L/5.8L/5.0C permitted. Engine block must maintain OEM bore spacing, deck height, and crankshaft spacing for engine type being used. All blocks are limited to a maximum of 10 head studs per side and must maintain factory location. Deck spacers are prohibited.

HARMONIC BALANCER

SFI Spec 18.1 balancer is required.

ENGINE MOUNTS & LOCATION

Engine/motor plates and mid-plates are permitted. Engine block and cylinder heads cannot be in contact with the firewall.

CRANKSHAFT

Stock or aftermarket steel crankshafts are permitted.

CONNECTING RODS

Stock or aftermarket connecting rods 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/belt drive permitted.

CAMSHAFT

5.0 Engines- .650 inch maximum lift

5.0C Engines- .560 inch maximum lift

4.6/5.4 2V Engines - .550 inch maximum lift

4.6 3V Engines - .550 inch maximum lift

4.6/5.4/5.8 4V engines- .520 inch maximum lift

Nitrous Oxide entries camshaft specs are unlimited.

For 5.0 HO applications, valve lift will be checked at retainer with pushrod & rocker as run, using a blocked up OEM Ford hydraulic roller lifter, at zero lash. For 4.6L/5.0C applications, valve lift will be checked at retainer with rocker as run using a blocked up lash adjuster at zero lash.

LIFTERS/LASH ADJUSTERS

Any lifters/lash adjusters permitted. Lifter/lash adjuster must maintain OEM diameter.

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 and valve jobs permitted.

Welding/Epoxying of combustion chamber or intake/exhaust runner ~~cylinder~~ prohibited.

Dry Decking permitted.

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 Twisted Wedge 11R*
- Trick Flow 4.6 2V PN# 51910001-M38 & 51910002-M44
- Trick Flow (High Port)*
- Trick Flow TFS-52910002-M44
- Brodix ST 5.0 Aluminum, PN# ST 5.0, ST 5.0R
- Brodix T1 & T1X
- Brodix PN# T1FXRI*
- Brodix 11R
- 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# 1456 220cc
- Canfield PN# 18-350, 20-450, 20-475
- RHS 180cc, 200cc & 215cc (Iron & Aluminum)
- *** Boosted applications must add 50lbs to base weight.**

INTAKE MANIFOLD

Only NMRA approved intake manifolds permitted. Nitrous Oxide entries are permitted the use any commercially available aftermarket non tunnel-ram plenum style single 4-barrel intake manifold. Porting is permitted. Fabrication/welding work performed (other than fuel injector bungs) to the intake manifold is prohibited. OEM 4.6L/5.4L intake manifolds and EFI lower intake manifolds are permitted to modify intake runners via welding/epoxy. List of NMRA Renegade class legal intake manifolds:

- Ford OEM/SVT 4.6, 5.0C, 5.0, 5.4, 5.8 EFI Intake – Upper & Lower
- FRPP GT-40 Upper & Lower, PN# M 6001 A50
- FRPP 4.6 2V, 4V Aftermarket Intake – Package, PN# M-9424-E-46, M-9424-T46
- FRPP 4.6 2V, 4V Aftermarket Intake – Package, PN# M-9424-E-46, M-9424-R50
- Edelbrock Performer, RPM, RPM II – Upper & Lower, PN# 3821, 7126, 7123
- Trick Flow Street Heat, Track Heat – Upper & Lower, PN# 51500001, 51500002
- Trick Flow 351W EFI Intake – Upper & Lower, PN# 51500004, 515B0005
- Trick Flow R-Series – PN# TFS 52400111 & PN# TFS 52400112
- Holley Hi-ram efi intake PN# 300-242
- Holley SystemMax – Upper & Lower, PN# 300-72
- Holley Sniper #829032
- Holley Sniper #833151
- JPC 3V
- Saleen/Vortech – Upper & Lower
- Edelbrock Victor 5.0 – Upper & Lower, PN# 2945
- Trick Flow “R” –Upper & Lower, PN# 51500003
- Trick Flow “R” Box –Upper manifolds
- Trick Flow 4.6 2V Bullitt Intake Manifold
- Edelbrock Victor 5.8 – Upper & Lower, PN# 3887
- Edelbrock Victor Jr. & Super Victor
- Edelbrock Super Victor w/4500 Flange
- Canfield Carb Intake –
- Parker Funnel Web Carb Intake
- Hamilton-Clark 4.6 Intake manifold
- Reichard Racing 4.6L 2 valve Sheet Metal intake manifold
- Sullivan Modular 4.6L 4-BBL, 5.4L-4-BBL Intake Manifolds
- Hogan’s Racing 4.6L/5.4L Sheet Metal intake manifold
- BBK Intake Manifold PN #5001
- Fox Lake Power Products P51 Intake Manifold
- Logan Motorsports 4.6L 2V & 3V sheet metal intake manifold
- MMR Coyote Part # 402227 Coyote sheet metal intake manifold
- MMR Road Runner ICX Intercooled Intake Manifold
- Bill Mitchell Part # 063415
- Thompsen Billet 3v Intake Manifold

NITROUS OXIDE

All entries are permitted to use any conventional single stage plate system, any cross bar single plate system or any conventional single stage fogger system. The use of water injection is permitted with water being the only agent allowed. The use of any other agents in the water injection system is strictly prohibited. The use of a plate system with a fogger system is

prohibited. Nitrous push systems are prohibited. The use of agents other than nitrous oxide as part of, or mixed in, the system is prohibited. All entries must use only gasoline for the fuel enrichment circuit. 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. All entries are permitted to use a maximum of two 10lb nitrous bottles or a single 15lb nitrous bottle. Any method of cooling the nitrous bottle inside the vehicle is strictly prohibited. Bottle temperatures will be randomly checked before and/or after a run. If the bottle temperature is found to be colder than 65 degrees, the run will be disqualified.

Plate System: 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 an unlimited nitrous jet size. All entries using a cross bar single plate system (two nitrous jets and two fuel jets) have an unlimited jet size. 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). Progressive systems are permitted.

Single Stage Fogger: Any conventional single stage nitrous fogger system permitted. One nitrous/fuel nozzle per cylinder permitted. All entries using a single stage fogger system have an unlimited jet size. The maximum allowable number of solenoids for any single stage fogger system is five (2 nitrous, 2 fuel and 1 redundant purge). Progressive systems are permitted.

Purge System: Nitrous purge systems are permitted a maximum of 1 solenoid. Progressive systems are permitted to use one inline "safety" solenoid.

Nitrous Lines: All entries are required to have one continuous, uninterrupted (no coiling) nitrous supply line from the nitrous bottle to the engine. Maximum length of nitrous supply line from nitrous bottle to nitrous supply solenoid is 15ft. The line from the valve to the engine cannot store/hold nitrous oxide when the system is not in use.

SUPERCHARGER

Centrifugal superchargers are limited to the following dimensions: Maximum impeller inducer diameter of 3.70 inches with a maximum inlet outside diameter of 4.75 inches. Centrifugal superchargers that are utilizing a compressor housing of 9.76" or larger please refer to weight adder/deductions section of the rules. Supercharger impeller must be constructed from aluminum. Centrifugal superchargers are permitted to use any gear drive system. A direct fresh air source to supercharger inlet is permitted. Twin screw type superchargers are permitted a maximum size of 4.7L. Roots style superchargers are permitted a maximum size of 4.5L. ProCharger F3 style and Vortech V-28 transmission superchargers are prohibited.

TURBOCHARGERS

Turbochargers are allowed a maximum impeller inducer of 76mm/2.992 inches. Compressor wheel/impeller must only be constructed of cast or billet aluminum. A direct fresh air source to turbo inlet is permitted.

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

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

INTERCOOLING

Supercharged entries are permitted to use either an air-to-air or air-to-water intercooler. All supercharged entries are limited to one intercooler.

OILING SYSTEM

All entries are permitted to use any wet sump or external belt drive oil pump. Dry sump oiling systems and lines associated with Dry Sump systems are permitted. ~~prohibited.~~ External oil lines that supply oil to oil galleries are prohibited. Any vacuum pump and/or crankcase evacuation system is permitted. Any oil pan is permitted. All entries are required to use an oil retention device. Device can be either a ballistic style blanket or a custom built metal pan. Metal pan must extend from the engine/motor plate rearward to the back of the engine. Metal pan must fit inside the frame rails and be 3 inches above the ground.

COOLING SYSTEM

Any radiator is permitted and must mount in the factory location. Upper radiator core support is required. Lower radiator core support may be removed. Any water pump and cooling fans are permitted.

EXHAUST SYSTEM

Any tubular headers are permitted. Header adaptor plates are permitted. All exhaust must be directed away from driver compartment and fuel tank.

FUEL SYSTEM

Any electric or mechanical 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. Any means of cooling fuel is prohibited.

EFI SYSTEM

OEM or any aftermarket fuel-injection system permitted. Any size/type of fuel injector permitted with a maximum of 8 injectors located in the stock location.

THROTTLE BODY

Only mass-produced, commercially available throttle bodies permitted. Single throttle body required. Maximum throttle body size is 3.543" (90 mm) for 5.0, 5.0C & 4.6 2V applications. 4.6L 3V applications may use any mass produced throttle body. 4.6 4V applications and 4.6 2V manifolds applications with as produced 4.6 4-valve throttle body mounts may use aftermarket, commercially available, bolt-on, throttle body. 4500 style throttle bodies are permitted for nitrous entries only. Throttle bodies are allowed to be mounted to carburetor mounting flange directly, intake elbow, or with an adapter/spacer.

CARBURETOR

The use of a 4500 series Holley Dominator style carburetor is only permitted on nitrous combinations.

THROTTLE LINKAGE

Throttle control must be operated by the driver's foot

FUEL

NMRA specified *VP Racing Fuels* gasoline is the only acceptable fuel allowed. The NMRA reserves the right to check gasoline at any time during competition. Failure to pass fuel check is grounds for disallowance of the run during competition and disqualification from the event during eliminations.

DRIVETRAIN: 2

CLUTCH, FLWHEEL & FLYWHEEL SHIELD

Flywheel and clutch meeting SFI Spec 1.2, 1.3, 1.4, or 1.5 is mandatory. Clutches are limited to a dual disc maximum. Flywheel shield meeting SFI Spec 6.2 or 6.3 is mandatory. Clutch must be manually operated by the driver's foot. Electronics, pneumatics, hydraulics, or any other device may in no way affect the clutch system. The throw-out bearing must release all fingers, levers, stages, etc. simultaneously. Staged or variable release clutches are prohibited.

MANUAL TRANSMISSION

OEM or aftermarket transmissions with a maximum of 5 forward speeds permitted. Clutchless models permitted. Any gear change must occur from direct action by the driver. Pneumatic, electric, hydraulic, etc. shifters prohibited. Torque converter not permitted with this type of transmission.

AUTOMATIC TRANSMISSION

Any OEM or aftermarket automatic transmission is permitted. Lock-up style transmission and/or torque convertors are prohibited unless OEM equipped (i.e. A.O.D.). The use of transmission-to-engine adaptors is permitted. The use of trans-brakes is permitted. All gear changes must occur as a result of an internal function of the transmission or a direct action by the driver. Pneumatic, electric, hydraulic, etc. shifters prohibited. Lockup converters are prohibited.

DRIVELINE

Any drive shaft meeting SFI 43.1 spec is permitted.

REAR END

Any OEM automotive type rear end permitted.

BRAKES, STERRING & 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.

STEERING

Any American production type steering system permitted.

SHOCKS/STRUTS

Aftermarket stock-type shocks/struts permitted. Rear coil-over shocks are permitted.

FRONT SUSPENSION

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 aftermarket controls arms are permitted.

REAR SUSPENSION

Stock-type rear suspension is required for year of vehicle being used. Racing style 4-links systems are prohibited. Ladder bar style suspension is permitted. Aftermarket direct bolt-in suspension components are permitted. OEM 3 and 4-link style (ex: 2015 Cobra Jet) rear suspension systems must retain factory angles and attachment points located on the body. Factory attachment points on the rear axle are allowed to be relocated. Aftermarket sway bars are permitted.

WHEELIE BARS

The use of wheelie bars is prohibited.

FRAME: 4

FRAME

Stock frame required from the forward edge (closest to the bumper) of shock/strut tower to the back of the rear wheel tub. Back-halved cars are prohibited. Front and rear sub frames may be joined together. Horizontal and vertical notching of rear frame rail is permitted for tire/rear end clearance.

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

The use of a 28-inch tall by 10.6-inch wide bias-ply slick or a 275 drag radial tire is permitted. Tire tread may not extend outside of the fender.

WHEELS

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

INTERIOR: 6

UPHOLSTERY

Interior must maintain a factory upholstered appearance. OEM type dash board is required. Any aftermarket racing style seat is permitted. Driver's seat must be located in the stock location. Passenger seat is not required. Door panels are required. Floor and transmission tunnel where visible must be carpeted or upholstered.

STEERING COLUMN/WHEEL

Aftermarket steering columns and steering wheels are permitted.

PEDALS & PEDAL LOCATION

Stock type pedals/linkage is required.

BODY: 7

BODY

Body must retain original appearances and profiles for year being used. OEM body shell must be intact. Light weight body panels are restricted to hood, fenders, bumpers, doors and deck-lid/truck-lid or hatch. Hood and deck-lid/trunk-lid must be hinged or lift off style. Pro Mod and/or Pro Stock style front ends are prohibited. Alterations or aerodynamic modifications are prohibited. Body must be finished or painted.

HOOD SCOOPS

The use of aftermarket forward facing hood scoops for nitrous powered entries is permitted. The use of cowl induction style hoods are allowed 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.

COWL AREA

Complete OEM cowl is required.

GRILLE

Grille must maintain a "professional appearance" for year, make and model being claimed.

BUMPERS

No body components, bumper add-ons, sill plates, chin spoilers, body kits, license plate frames, etc. are permitted to be added to the nose of the vehicle. "Outlaw" style bumpers are permitted.

FIREWALL

Stock, unaltered firewall is required.

RADIATOR CORE SUPPORT

Radiator core support is not required.

FENDER SPLASH PANS

Full, factory OEM or aftermarket inner fenders are required. Aftermarket inner fenders must retain a factory appearance. OEM and aftermarket splash pans or inner fenders can be trimmed to allow a maximum of 2 inches clearance around headers.

WINDSHIELD & WINDOWS

OEM glass or NHRA approved Lexan is required.

FLOOR

Complete stock floor in stock location is required. Flat area of floor-pan starting at "kickup" for rear end (behind rear seat area) and rearward may be replaced with a minimum of .024-inch thick steel or .032-inch aluminum. Manual transmission entries are allowed a removable trans-tunnel section of 144 square inches (12" x 12").

WHEEL WELLS

Aftermarket style mini-tubs are permitted.

WING/SPOILERS

All entries are permitted to use rear wing/spoilers. Wing/spoilers are allowed a maximum length of 26 inches. Any adjustments to the wing/spoiler during a run are prohibited.

STREET EQUIPMENT

OEM headlights and taillights for year of vehicle being used must be intact and operational.

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

Battery may be relocated and must be an automotive type.

IGNITION

Any battery operated ignition system permitted. Distributor-less ignition systems are limited to one coil per cylinder only.

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

The use of data recorders is permitted.

BRACKET RACING AIDS

The use of any bracket racing aids such as optical sensors, delay boxes, shutter boxes, throttle stops, etc. are prohibited. The use of any device (electrical or mechanical) that allows a driver to ascertain the position of their vehicle to the starting line is prohibited.

PRESSURIZED BOTTLES

All pressurized bottles must meet D.O.T. 1800lb minimum specification.

TOW VEHICLES

The use of tow vehicles is permitted.

CREW MEMBERS

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

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**

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 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.