

## MODIFIED STREET

### CLASS OVERVIEW

Modified Street is a power-adder limited category and is designed to reflect the latest technology and modifications in the ultra-high-performance street market. Entries are required to race on stock suspension or ladder bars with a 28-inch by 10.6-inch or smaller bias-ply slick or an approved 275/60/15 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, ¼ mile, **NHRA Pro Ladder**, on a .400 Pro Tree.

<u>POWER ADDER</u>	<u>ENGINE</u>	<u>MAX CID</u>	<u>BASE WEIGHT</u>
N/A	302/351	440	2525
NITROUS	4.6	380	2800
NITROUS	302/351	365	2900
NITROUS	302/351	440	3000
NITROUS	5.0C	340	2800
SUPERCHARGER	4.6	305	3300
SUPERCHARGER	302/351	365	3200
SUPERCHARGER	302/351	440	3450
SUPERCHARGER	5.0C	315	3350
SUPERCHARGER	5.4/5.8	365	3400
TURBOCHARGER	4.6	305	3200
TURBOCHARGER	302/351	365	3200
TURBOCHARGER	5.0C	315	3350
TURBOCHARGER	5.4/5.8	365	3400

### NOTES:

The use of any secondary power adder is prohibited.

### WEIGHT ADDITIONS/DEDUCTIONS

SUPERCHARGER BASE WEIGHTS LISTED ABOVE ARE FOR LARGE GROUP SUPERCHARGERS

Deduct 200lbs for ALL SMALL GROUP SUPERCHARGERS

Add 50lbs for E85/C85 fuel

Add 50lbs for Naturally Aspirated Combinations with Sheet metal Intake

Add 50lbs for Naturally Aspirated Combinations with two carburetors/throttle body.

Add 50lbs for Boosted and Nitrous powered cars with Forward Facing fresh air.  
Add 100lbs for all Supercharged Combinations with Raised Runner Cylinder Heads  
Add 100lbs for Naturally Aspirated Combinations with 15-degree Inline Cylinder Heads.  
Deduct 100lbs for Air-to-Air Intercoolers  
Deduct 200lbs for 4.6L/5.4L 3V Cylinder Heads.  
Deduct 300lbs for 4.6L/5.4L 2V Cylinder Heads

## **REQUIREMENTS & SPECIFICATIONS**

### **ENGINE: 1**

#### **BLOCK**

Any OEM or Aftermarket cast aluminum or cast iron permitted with factory bore spacing and deck heights.

#### **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.

#### **ENGINE COATINGS**

Permitted

#### **CRANKSHAFT**

Stock or aftermarket 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 are permitted.

#### **CAMSHAFT**

Any camshaft permitted.

### **LIFTERS/LASH ADJUSTERS**

Any lifters/lash adjusters permitted.

### **CYLINDER HEADS**

OEM cylinder heads required for Coyote/Mod Motor; Trick Flow 2V accepted at base weight. All 302/351 engines require the use of inline valves with a 20-degree valve angle; Trick Flow Twisted Wedge and 11R are legal. Power adder combinations may run raised runner cylinder heads with a weight adder... NA combinations may run 15-degree/inline valve cylinder heads with a weight adder. All Cylinder Heads must be +/- 1-degree of claimed head. Porting allowed on all cylinder heads.

### **INTAKE MANIFOLD**

Coyote/Mod Motor allowed any OEM or NMRA-accepted, mass produced aftermarket intake manifold. All 302/351 combinations require cast aluminum EFI manifold or carburetor-style single plane intake manifolds; sheetmetal upper EFI manifolds permitted. A sheetmetal/fabricated/cast elbow that bolts to the cast aluminum intake for EFI throttle body addition is permitted. Naturally aspirated combinations are permitted use of a sheet metal intake manifold with a weight adder. Naturally aspirated combinations are permitted to use a second carburetor/throttle body with a weight adder.

### **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. Dry sump oil systems prohibited.

### **COOLING SYSTEM**

Cooling system 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 are required. Zoomie style headers prohibited.

### **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 .032inch aluminum or .024inch 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.

### **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 or 4500 (naturally aspirated only) style throttle body or a maximum of 102mm 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. Naturally aspirated combinations allowed the use of a 4500-style carburetor with a maximum diameter of 2.375-inchs. Blow-through carburetor combinations are legal for turbocharged/supercharged applications.

### **FUEL**

VP Racing Fuels are the only acceptable fuel allowed. NMRA reserves the right to inspect fuel 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.

VP Racing Fuel must read no greater than "0" on the Kavlico Model FT-K01 Fuel Check meter. No oxygenated fuels permitted. E-85 fuels are permitted; VP Racing Fuels C-85 is permitted and recommended. FTW blends are prohibited. VP Racing Fuels Q-16 permitted for any combination. Oxygenated Gasolines are prohibited except in N/A combinations.

## **POWER ADDER**

### **NITROUS**

Limited to a single plate located between the carburetor/throttle body and intake manifold or single nozzle in throttle body. Any conventional plate or cross-bar single-stage plate nitrous system with a maximum of four spray bars (two nitrous & two fuel) permitted. Nitrous can only

be sprayed through one entry in dual entry nozzle EFI systems. Combinations using a conventional single stage, single plate nitrous system (one nitrous jet and one fuel jet) have a maximum nitrous jet size of .136. All entries using a cross bar single plate system (two nitrous jets and two fuel jets) have a maximum nitrous jet size of .092. 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 controllers are permitted.

## **TURBOCHARGERS**

Spec turbochargers cannot be modified, must run as delivered by the manufacturer, and will be compared to the sample turbocharger held in-stock by NMRA Tech. Turbochargers must utilize a T4 turbine housing.

- Precision Turbo PT7685 GT42 Style (P/N PTB700-7685B)
- Bullseye Power
  - BMW7687T4 (with .90, 1.00, 1.10, and 1.25 A/R)
  - BMW7687T6 (with .90, 1.00, 1.10, and 1.25 A/R)
  - BMW7687VB (with 1.00 and 1.30 A/R)
- Honeywell Garrett GTX4202R
- Borg Warner S400SX3 Turbocharger 76.00mm/2.99" Compressor Inducer Dia. (P/N 179176)
- **Any manufacturer not listed must contact NMRA Tech to submit product for approval.**

## **SUPERCHARGERS**

Can utilize a serpentine, cog-drive, or gear-drive system.

### **Small Group**

- All TVS-2650 and TVS-2300 Based Roots Superchargers (i.e. VMP Performance, Edelbrock, etc./factory location throttle body, i.e. no rear-mounted TB)
- Kenne Bell 2.1L (factory location throttle body, i.e. no rear-mounted TB)
- Whipple 2.3L (factory location throttle body, i.e. no rear-mounted TB)
- Vortech V-1, V-2, and V-3 (A, B, S, Si, and Ti)
- Paxton NOVI 1000, 1500
- ProCharger P-1SC, P-1SC-2, P-1X, D-1SC, and D-1X

### **Large Group**

- Whipple Cobra Jet Supercharger (NHRA/NMCA Factory Super Car Specs, including upper and lower pulley sizes and factory location throttle body and size from the 2013 and newer Cobra Jet program)
- Kenne Bell 2.8L (factory location throttle body, i.e. no rear-mounted TB)
- Vortech JT, JT-B

## **INTERCOOLING**

Vehicles with a supercharger or turbocharger can utilize an intercooler in either an air-to-air or air-to-water configuration. Air-to-air intercoolers on supercharged or turbocharged combinations receive a weight break. Air-to-water intercoolers must utilize water and ice only. The use of water and/or methanol injection kits is prohibited. Nitrous is prohibited on boosted applications.

## **DRIVETRAIN: 2**

### **CLUTCH, FLWHEEL & FLYWHEEL SHIELD**

Clutch and flywheel meeting SFI Spec 1.1 or 1.2 up to a twin-disc maximum is mandatory. Steel flywheel shield meeting SFI Spec 6.1 is mandatory. Flywheel shield cannot be modified for clutch adjustment and/or cooling holes.

### **MANUAL TRANSMISSION**

Aftermarket or OEM-style transmissions (G5R, G101A, GF4, Tremec, etc.) permitted. (O.D. not required) and reverse may be used. Aftermarket transmission with maximum 5-speeds is permitted. Pneumatic, hydraulic, electric, etc. shifters are prohibited. Floor-shift conversion kits are permitted. Clutchless transmission is permitted.

### **AUTOMATIC TRANSMISSION**

Any OEM-style 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 on OD-style transmissions such as 5R55S, 6R80, and 10R80 only. Any non-lock up torque converter permitted in other transmissions. Functional neutral safety switch is required. The use of trans-brakes is permitted.

### **DRIVELINE**

Any driveshaft is permitted. Driveshaft safety loop is required.

### **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 automotive type steering system permitted.

## **SHOCKS/STRUTS**

Stock replacement type shocks and struts are required. Coil-over struts are permitted. Front shocks/struts must mount in stock location. Shocks/struts must be stand-alone and cannot be adjustable during a run. Rear coil-over shocks are permitted. 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-style rear suspension or ladder bars are required. Stock type suspension may utilize any commercially available shocks, springs, leaf springs or factory style 3-link/4-link suspension systems. Leaf springs are allowed to be moved inboard. Torque arm style suspensions permitted. Bolt-on traction devices, Panhard 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 permitted. Maximum wheelie bar length limited to 66-inches measured from center axle to center of wheelie bar wheel.

## **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 sticker is mandatory at an NHRA Member Track.

## **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**

All entries required to use 28-inches tall by 10.6-inches wide bias-ply slick or NMRA-approved 275/60/15 DOT drag radials [M/T ET Street R (3559), ET Street S/S (Part# 3453), 305/45/R17 ET Street R, or Hoosier (Part# 17317) only].

Naturally aspirated entries are allowed to run 275/60R15 DOT drag radials [M/T ET Street Pro (Part# 3754X) or Hoosier DR2 (Part# 17375DR2)]. 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 dash board is required and can be made of fiberglass or carbon fiber. 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. 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. Light weight body panels are restricted to hood, bumpers and deck-lid/truck-lid or hatch. Hood and deck-lid/trunk-lid may be hinged or lift off style. Alterations or aerodynamic modifications are prohibited. Lightweight doors permitted for N/A combinations only.

### **HOOD SCOOPS**

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. Aftermarket hood scoops allowed on naturally aspirated combinations only.

### **COWL AREA**

Complete 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.

### **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 prohibited (example – 11inch or shovel style). Contact NMRA Tech with acceptance requests.

### **FIREWALL**

Stock, unaltered firewall is required.

### **RADIATOR CORE SUPPORT**

**Radiator core support is not required.**

### **FENDER SPLASH PANS**

**Fender splash pans may be altered.**

## **WINDSHIELD & WINDOWS**

OEM glass or NHRA approved Lexan is required and must maintain a Ford OEM appearance. For example: Optic Armor replacement windows.

## **FLOOR**

Complete stock floor in stock location is required. Manual transmission vehicles are only permitted to modify the transmission for shifter clearance.

## **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/make/model 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

## **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.