

STREET CAR CHALLENGE

The all-new **Street Car Challenge** is designed to get enthusiasts on-track during a national event at select Holley NMRA Ford National competitions; the simple rules make it easy for entries to have fun on track when their vehicles don't fit into a specific Index, Heads-Up, or QA1 True Street category. The wide-open rules dictate a Ford-powered vehicle with scheduled fun-run sessions on Friday and Saturday and a FREE entry into Sunday's Bracket Race. NMRA recognizes that there are a serious group of specialty shootout vehicles that like running heads-up and the new **Street Car Challenge** will have a special Sunday heads-up eliminator for those competitors, dubbed "The Quick 16 Round-Up" since it takes the top 16 racers from the official timed sessions.

QUALIFYING INFORMATION, LADDER TYPE & TREE

1/4 Mile, .400 Pro Tree

Time Trials on Friday and Saturday – All Run

Fastest 16 Qualifiers from the Friday and Saturday Time Trails will run the Quick 16 on Sunday. Quick 16 - Heads up, .400 pro tree, ¼ mile. Matchups determined randomly by chip draw before each round. If odd number of cars, there will be a chip for the bye run.

All NHRA Safety Rules Apply

GENERAL RULES

Every vehicle must have a license plate, proof of current registration and valid insurance.

Engine: **MUST BE FORD POWERED!**

Ford engine. Any internal modifications are permitted.

COOLING SYSTEM

Any radiator (required), water pump and cooling fan/fans permitted.

NITROUS OXIDE\SUPERCHARGER\TURBOCHARGER

Any power adder or combination of power adders permitted (nitrous oxide, supercharger, or turbocharger or a combination) Meth injection permitted.

OIL RETENTION DEVICE

All entries running 8.50 or faster, must be equipped with a properly fitting lower engine ballistic/restraint device meeting SFI Spec 7.1.

Exhaust: Muffler(s) are required unless vehicle is turbocharged. Exhaust may exit anywhere.

Chassis: All cars must retain complete stock chassis, floorboard, firewall, and frame rails. Notching of chassis for clearance is permitted. Aftermarket "K" members are permitted. 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 or quicker, or 135mph or faster at a NHRA member track.

Suspension: Aftermarket front control arms, rear control arms, and sub-frame connectors are permitted. Aftermarket struts (coil-over conversion included) and rear coil-over shocks are permitted. Stock-type, ladder bar, and racing 4-link rear suspension systems are permitted.

Driveline: Aftermarket axles, ring and pinions, final drive, spools, and differentials are permitted.

Transmission: Manual or Auto transmissions are permitted. Any style automatic transmission is permitted. Transbrakes are permitted.

Body: Any domestic or foreign body permitted. Lightweight components are limited to hood, front fenders, doors, deck lid, hatches, sunroofs/t-tops/targa tops, wings, ground effects, and bumpers only. Quarter panels must remain as originally manufactured. One-piece front ends are not permitted.

Windows: Factory or aftermarket windows are required. Optic Armor stock replacement Windshield and Rear Glass permitted per manufacturers recommended specs. Trucks may use Lexan or there safety glass for rear window only when roll bar is installed.

Interior: OEM-style dashboard is required and can be made of fiberglass or carbon fiber. Passenger seat may be removed for weight reduction. Aftermarket front seats are permitted and must be upholstered. Rear seat may be removed.

Electronics: Two-steps, data loggers, aftermarket ECU's, and engine management systems are permitted.

Fuel: All fuels permitted. Nitro or Polypropylene prohibited.

Tires: Any DOT Drag Radial or DOT Bias Ply Tire 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**

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.