



STREET KING

STREET KING CHALLENGE CLASS RULES

This is an index style drag racing class designed to be a class for index participants wishing to run faster than 11.00 second ets. All vehicles powered by a GM LS style power plant permitted. Racing seats are permitted, and each car must comply with applicable NHRA and NMCA safety rules.

GENERAL OVERVIEW:

Rental Cars Prohibited from Competition. All vehicles MUST pass NHRA safety inspection for ET and speed. Vehicles must be driven to staging and to scales, can be towed after scales. Vehicles are required to run NMCA windshield banner and Sponsor decal on frontwindshield.

TIME TRIALS

For Street King participants there will be 3 scheduled time trials that will run in conjunction with NMCA Heads up classes. During the 3rd time trial session you will be required to declare your index that you will run under during eliminations on Sunday. The Competitor running closest to their declared index in the 3rd time trial, without going under, will be awarded the wait and see bye for 1st round of Eliminations. If a Bye Run is not available in 1st round, it will not carry over to 2nd round and or additional rounds. Bye Runs are determined by the Generated ladder from 1st round winning Reaction times. Once a personal index is claimed it will not be allowed to change for the remainder of the event. Street King participants are allowed to participate with the Bracket time trial sessions as well as the True Street time trial sessions if your vehicle is True Street legal for that class. If you fail to declare your index you will automatically be placed in the "J" index class at 10.75 index

QUALIFYING \ ELIMINATIONS

The class will be an all run class with vehicles randomly paired in the first round. All participants eliminated from first round will be awarded 5 qualifying points. In the second round vehicles will be qualified by positive reaction time (r/t) closest to ".000" based on a Pro .500 Tree from first round. ".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 first-come first served: the first occurring r/t will be placed #1, the second occurrence of said r/t will be placed #2, and so on. Class will be laddered according to qualifying positions following the first round, and then advance thru eliminations.

Qualifying points will be awarded to the first round winners. Any negative reaction times will be placed at the bottom of the qualifying ladder, the more negative or faster the reaction time, the farther down the ladder the racer will be placed. For cases in which identical reaction times are made, qualifying position will be based on a first-come first served: the first occurring reaction time will be placed #1, the second occurrence of said reaction time packages will be placed #2, and so on. Class will be laddered according to qualifying positions following the first round, and then advance thru eliminations.

LADDER TYPE

All Run, NHRA Sportsman Ladder, Pro .500 Tree, Handicap Start. Courtesy Stage.

INDEX:

Index classes are out lined as follows:

AAA/SK	8.00
AA/SK	8.25
A/SK	8.50
B/SK	8.75
C/SK	9.00
D/SK	9.25
E/SK	9.50
F/SK	9.75
G/SK	10.00
H/SK	10.25
I/SK	10.50
J/SK	10.75

OIL RETENTION DEVICE:

Diapers Required on 9.50 ET and Faster Entries.

BALLAST:

Only 100 lbs. of removable ballast permitted including Weight Box. Weight Box must be NMCA/NHRA accepted type and installed meeting NMCA/ NHRA Requirements. Loose or Disguised Ballast will result in Disqualification from the Event, regardless of whether the infraction occurs during time trials, qualifying or eliminations.

TWO STEPS:

Two-Step Permitted. Transbrakes permitted.

BRACKET RACING AIDES:

Delay boxes, cross-over boxes, or any "reaction-time related" electronic bracket racing aids prohibited in this class. All Electronic Throttle Stops and related throttle-stop type accessories prohibited. Electronically Controlled Pneumatic, electric, hydraulic, etc. shifters prohibited. All Transbreak buttons must be on the approved NHRA list.

APPEARANCE

All cars in competition must be painted or wrapped. Advertising graphics are permitted on the body. In order to be eligible for the NMCA/LSX 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 NMCA/LSX requires that all entries run the following decals:

1. NMCA Windshield Banner: Decal needs to be located on the top of the windshield or just above the windshield located on the body.
2. NMCA 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.
7. CHEVROLET PERFORMANCE DECAL – Chevrolet Performance decal must be installed on lower right side of front windshield.

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

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.