

Nostalgia Pro Street

General Overview

Nostalgia Pro Street vehicles are designed for American production passenger cars and trucks, 1950 & later, back half and tube chassis vehicles that emulate the famous "Pro Street" vehicles of the early 90's that defined the Street movement. Nostalgia Pro Street vehicles are permitted small block and big block engines with nitrous oxide as the only permitted power adder on certain combinations.

Qualifying Information, Ladder Type, & Tree

16-car field, NHRA Sportsman Ladder, Pro .400 tree, Heads-Up.

***Tow Backs allowed from top end, policing to be done by other drivers/members in the class.**

Weight Breaks

ENGINE INDUCTION	WEIGHT MAX	CUBIC INCH
Big Block Naturally Aspirated	2725	640
Big Block Nitrous Oxide	2900	480
Big Block Nitrous Oxide	3100	530
Big Block Nitrous Oxide	3200	640
Small Block Nitrous Oxide	2750	460
Small Block Nitrous Oxide	2800	525

Maximum Cubic Inch - 650

Clutch-equipped transmissions must add 200 lbs. to listed base weight. See section 2.12

OEM Style Cylinder Head (stock port layout, height, valve angle +/- 2 degrees) may deduct 100 lbs.

Entries with non-stock firewall may compete with additional 50 lbs. weight adder.

1950 – 1974 body styles and all Trucks—deduct 75 lbs. from base weights.

Non Uni-body vehicles with stock full length frame rails may deduct 25 lbs from base weight.

Purpose built transmissions with three speeds or less utilizing torque converter must add 50 lbs. to base weights. See section 2.13.

Tube chassis vehicle (Back-half vehicles not meeting back-half requirements) must add 100 lbs. to base weight. See section 1.16, 3.4.

Tube chassis vehicles permitted with tubular front clip & purpose built front suspension, required to add 100 lbs to base weight.

Any "back half" vehicle that does not fit the front suspension/chassis/fire-wall/lower core support regulations must add 25 lbs to base weight.

If sheet metal or fabricated manifold is used (big block nitrous oxide applications) vehicle must add 50 lbs to base weight. See section 1.21.

Big Block Nitrous entries equipped dual carburetor-equipped or vehicles equipped with Fuel-Injection entries must add 50 lbs See section 1.19 & 1.20.

Small Block FordCanted Valve head Combinations add 50 lbs.

Big Block Nitrous Oxide Equipped 530 ci sombinations with 12 degree or less spread port or symmetric style cylinder heads and duel carburetors may run a .041 maximum Nitrous Jet.

*If actual cubic inch is more than base cubic inch listing, there will be a weight penalty of 7.0 lbs per cubic inch assessed to base weights, up to the maximum cubic inch permitted in the class.

Note: All weights are with driver & rounded down to the five pound increment. Ex: A calculated weight of 2842 would be required to weight 2840 with driver at scales.

1: ENGINE

1.1 COOLING SYSTEM

RADIATOR: OEM production-style or aftermarket radiator is required and must be mounted in front of engine. Stock core support is required on back-half style chassis only.

Water pump: Any aftermarket (belt drive or electric drive) pump permitted.

COOLING FANS: Any permitted.

1.2 ENGINE

ENGINE: Engine must be a V-8 automotive type engine. Any internal modifications are permitted. Cross breeding of an engine to a different make of body permitted. Engine swapping permitted during event. Big block engines are limited to a maximum of 650 cubic inches and must use stock OEM block bore spacing and cylinder head bore spacing for OEM engine type. Small block engines are limited to a maximum of 525 cubic inches and must use stock OEM block bore spacing and cylinder head bore spacing for OEM engine type.

OEM engine type refers to the OEM type of engine a racer is using, not the manufacture of the block: such as big block Chevrolet, small block Chevrolet, big block Ford, big block Chrysler, etc. In addition if an original OEM engine type block was a 90 degree block, the block the racer uses must be a 90 degree block.

Water injection is prohibited.

1.3 EXHAUST

EXHAUST: All entries allowed to use tubular headers. Adapter plates permitted to bolt headers to cylinder head. Exhaust must be directed out of car body, away from driver and fuel tank.

1.3a) HEADERS & COLLECTORS: Any headers and/or collectors permitted.

1.3b) EXHAUST TUBING/SIZE: All exhaust gases released from engine must pass through muffler(s). Any exhaust tubing size permitted.

1.3c) TAILPIPE & EXHAUST RULES: Not required.

1.3d) MUFFLER REQUIREMENTS: Mufflers required. Commercially available, conventional style (generally available through retail locations) mufflers required. A maximum of two (2) mufflers is allowed. A maximum of one (1) inlet and one (1) outlet is permitted. Collector-style mufflers are permitted. Muffler must be contained within the body.

1.5 FUEL-DELIVERY SYSTEM

DELIVERY SYSTEM: Electric or mechanical fuel pumps permitted. Pressure regulators, and any line size permitted. All fuel lines must originate and return to a single, nonsegmented, fuel cell or OEM fuel tank. Fuel pump must shut off with a master electrical switch. Any method of artificially heating or cooling fuel prohibited (cool cans, ice, wet rags, Freon, etc.). A valve for removal of fuel (gasoline) during technical inspections is mandatory. Valve must be installed between carburetor/injection and regulator, and should be installed in such a manner that allows a cup to be placed to catch fuel removed from the line. Exit of valve should be capped or plugged in addition to being closed for added safety.

Aftermarket/fabricated fuel tank or cell permitted. Must be located outside driver's compartment and inside body lines. If tank or fuel filler is inside trunk, a bulkhead of minimum .032" aluminum or .024" steel must be used between trunk and driver compartment, and tank must be vented to outside of car. When used, fuel cells must have a metal box protecting the part of the fuel cell that is outside the trunk floor.

Non-metallic fuel cells or tanks must be grounded to frame. See NHRA General Regulations Section 1.5.

1.6 GASOLINE

1.6a) GASOLINE: Gasoline as outlined here is the only acceptable fuel for use in this eliminator. The TSDR Racing Association 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 comprises gasoline is 2.025. This is defined as a reading of "0" on the fuel-check meter. TSDR 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.

1.6b) NITROUS OXIDE

NITROUS OXIDE: Nitrous oxide entries are restricted to a single stage fogger or a single stage nitrous plate (or dual, single stage, nitrous plates for dual carb entries only). Nitrous line size is unrestricted. Nitrous jet limitations for big block nitrous engines over 530ci are as follows: Fogger: .030 maximum, Single plate: .086 maximum; Dual plates (two carbs only): .060 maximum. Big block nitrous engines under 530ci, and all small block nitrous combinations permitted to utilize a fogger system with a .044 maximum jet size.

Push systems prohibited. The use of agents other than nitrous oxide as part of, or mixed in, the system are prohibited. Nitrous oxide may not be used in conjunction with any other power adder. If entry is entered as a non-nitrous entry, all solenoids, lines, fittings, and bottles must be removed prior to technical inspection and any competition runs.

1.6c) **SINGLE PLATE:** The use of conventional style, single (one carb) or dual (two carbs), nitrous plates, bolt on style, with a maximum of 2 spray bars (1 nitrous - 1 fuel bar maximum) per plate. "X" bar or cross bar style nitrous systems prohibited. Progressive systems permitted. See SOLENOIDS 1.22 for restrictions to solenoids.

1.6d) **SINGLE FOGGER:** The use of a conventional style or internal intake spray bar (i.e. Edelbrock Punisher, Fulton, etc), single stage, and nitrous fogger system permitted. Limited to one nitrous nozzle, and one nitrous orifice, per cylinder. Progressive systems permitted. See SOLENOIDS 1.22 for restrictions to solenoids.

1.6e) **PURGE:** Nitrous purge system permitted, purge must exit at the cowl area away from inlet area of the hood or hood scoop. Purge tube must exit via a straight tube a minimum length 4 inches protruding from the cowl, and may not be within 12 inches of the opening of the hood.

Plume or nail head at end of line is prohibited.

1.6f) Nitrous Push Systems Prohibited 1.9 OIL SYSTEM

OILING SYSTEM: Any oiling system permitted. Any vacuum pump and/or evacuator system (header, or otherwise) permitted. Any oil pan permitted.

OIL RETENTION DEVICE: Required. Device may be custom-built ballistic blanket style or metal-style (i.e., bucket) device. Metal pan may be no longer than the engine from the front of crank shaft to the rear of the flywheel. Pan must be inside the frame rails and fabricated to retain oil/liquid. Pan must attach to the frame via conventional fasteners or straps. Pan must be a minimum of 3 inches above ground.

1.10 SUPERCHARGER

SUPERCHARGER: Prohibited.

1.15 BLOCK

BLOCK: Big block and small block engines equipped with nitrous oxide are restricted to stock OEM bore spacing. Naturally aspirated big blocks permitted a maximum bore spacing of 4.900". Any internal modifications permitted. Any commercially available cast iron or aluminum engine block is permitted which fits these specifications.

1.16 ENGINE LOCATION/MOUNTS

ENGINE LOCATION (ALL EXCEPT TUBE CHASSIS): Maximum allowable engine setback from the centerline of the number-one spark-plug hole to the centerline of the front spindle is 4 inches, except in those vehicles in which the engine was factory installed at a distance greater than 4 inches behind the spindle. In those cases, the engine setback may be no further back than the stock location. Engine plates and

solid engine mounts permitted. Block and/or heads must not touch firewall or cowl area.

Engine Location (TUBE CHASSIS): maximum allowable engine setback is no more than 10% of the wheelbase as measured from centerline of front spindle to center of spark plug hole. Engine plates and solid engine mounts permitted. Block and/or heads must not touch firewall or cowl area.

1.17 HEADS

HEADS, GENERAL: Nostalgia Pro Street is intended for ported, high performance "street/strip and race" cast iron or aftermarket aluminum cylinder heads. Big block and small block cylinder heads are restricted to those originally designed as "stock bore spacing" cylinder heads that are originally produced with an intake valve angle no less than 11 degrees. Cylinder heads are restricted to a minimum valve angle of 11 degrees during competition. Small block engines must maintain standard OEM valve layout design (no substituting canted valve for inline head, etc.)

1.17a) HEADS, PERMITTED: Original manufacture, generally available heads, accepted by TSDR, permitted. Billet or fabricated heads prohibited. Cylinder heads must be overhead valve single spark plug per cylinder design. One-off or custom made cylinder heads prohibited. Internal port areas of cylinder heads may be welded or epoxied, but heads must maintain standard "as produced" valve layout design, valve cant, etc. (no fabricating a canted valve design from an inline head, etc.)

1.17b) HEADS, MASS PRODUCED: Only mass produced, commercially available, TSDR accepted, commonly available, cast aluminum or cast iron cylinder head is permitted. Low volume, one off, aluminum cylinder heads prohibited.

1.17c) HEADS, BOLT PATTERN: Any permitted.

1.17d) VALVE JOB: Any valve job permitted.

1.17e) RUNNER/COMBUSTION CHAMBER COATINGS: Any permitted.

1.17f) HEADS, PORTING: Permitted.

1.17g) HEADS, WELDING/EPOXY: Permitted.

1.17h) HEADS, VALVES: Any OEM or aftermarket valve permitted. Bronze lined or replacement guides permitted.

1.17i) HEADS, MILLING: No regulations limiting milling. All cylinder heads are restricted to a minimum valve angle of 11 degrees during competition.

1.17j) HEADS, PUSHROD SLEEVES: Permitted. Cylinder head may be cut for larger push rods.

1.17k) HEADS, COMBUSTION CHAMBER VOLUME: No regulations limiting combustion chamber volume.

1.17l) HEADS, PORT PLATES/ADAPTER PLATES: Port plates/adaptor plates permitted on intake & exhaust side of cylinder head.

1.18 VALVETRAIN

1.18a) CAMSHAFT: Any permitted.

1.18b) LIFTERS: Any permitted.

1.18c) LIFTER BORES: Lifter bores permitted to be bushed.

1.18d) VALVE LOCK: Any permitted.

1.18e) RETAINERS: Any permitted.

1.18f) ROCKER ARMS: Any permitted.

1.18g) CAMSHAFT DRIVE SYSTEM: Any permitted.

1.19 CARBURETORS

CARBURETORS: Single or dual carburetors accepted on all combinations. Split carburetors prohibited (example: a Dominator, split and offset into two two-barrels).

Dual carburetor-equipped entries must add 50 lbs. Naturally aspirated and nitrous small block entries may utilize dual carbs without weight penalty. Any size carb(s) permitted. Aerosol

Carburetors Prohibited.

1.20 FUEL INJECTION

Fuel Injection: Fuel injection permitted, must be electronic.

Fuel-injected entries must add 75 Lbs. to base weights. Single or dual throttle bodies (single throttle blade or single four-barrel style) accepted. Any four-barrel style throttle body must be arranged in a conventional manner (grouped together as a carburetor).

1.21 INTAKE MANIFOLD

INTAKE MANIFOLD: Mass produced, commercially available, cast aluminum, carburetor type intake manifolds with a common plenum required for nitrous combinations. Single carb style or single/dual carb tunnel ram style cast intake accepted.

Sheet metal fabricated or carbon fiber manifold accepted for all combinations with 50 lb weight adder, except naturally aspirated and small block nitrous entries that may utilize sheet metal manifold with no weight adder. Porting, minor welding or epoxy on interior of cast intake manifold permitted. No welding or epoxy permitted on exterior of intake manifold for any reason, with the sole exception of nitrous/fuel injector bungs. All cast intakes with exterior port/plenum modifications (welding, epoxy, or other fabrication)

must add 50 lbs.

1.22 SOLENOIDS

SOLENOIDS: Maximum of 4 solenoids (2 – nitrous, 2 – fuel). One inline “safety” solenoid permitted for progressive systems only.

1.23 TURBOCHARGERS

TURBOCHARGERS: Prohibited

1.24 AFTERCOOLER/INTERCOOLER

AFTERCOOLER/INTERCOOLER: Prohibited.

1.25 POWER ADDERS

POWER ADDERS: Only nitrous oxide permitted with engine combination. See sections 1.6, 1.10, & 1.23.

1.26 CRANKSHAFT

CRANKSHAFT: Any crankshaft permitted. Multi-piece or composite crankshafts prohibited.

1.27 CONNECTING RODS

CONNECTING RODS: Steel, aluminum, or titanium connecting rods required.

Composite connecting rods prohibited.

1.28 HEAD GASKETS & QUENCH AREA

HEAD GASKETS & QUENCH AREA: No restrictions.

1.29 PISTONS, PINS, RINGS

PISTONS, PINS, RINGS: Any piston, pin, ring combination permitted.

1.30 BOOST CONTROLLERS

BOOST CONTROLLERS: Prohibited.

1.31 WASTEGATE & PRESSURE REGULATOR

WASTEGATE & PRESSURE REGULATOR: Prohibited.

1.32 VISIBLE COATINGS

VISIBLE COATINGS: Visible coatings are permitted where lubricants are present.

Visible piston coating above the top ring is permitted. Visible coating of cylinder head runners, combustions chambers, and/or intake manifold runners/plenums permitted.

1.33 “O” RINGING OF BLOCK

“O” RINGING OF BLOCK: Permitted.

2: DRIVETRAIN

2.3 CLUTCH

CLUTCH: Clutch operation must be manually applied and disengaged with foot during

run, without the assist of electric, hydraulic or pneumatic devices. Multi stage, variable release, or lock up type of any description is prohibited. Throwout bearing must release all fingers or levers simultaneously. Clutch (2 disk maximum) meeting SFI spec 1.1 or

1.2 mandatory.

2.4 DRIVESHAFT

DRIVESHAFT: Any permitted.

2.11 REAREND

REAREND: Any automotive type rearend permitted.

2.12 MANUAL TRANSMISSIONS

MANUAL TRANSMISSION: OEM or aftermarket transmissions with a maximum of 5 forward speeds permitted, including "clutchless" models. Any gear change must occur from direct action by the driver. Pneumatic, electric, hydraulic, etc. shifters prohibited.

Torque converters not permitted with this type of transmission.

2.13 PURPOSE BUILT TRANSMISSIONS

PURPOSE BUILT TRANSMISSIONS: Any purpose built transmission with a maximum of 5 forward speeds utilizing a clutch permitted. Any purpose built transmission with 3 speeds or less utilizing a torque converter must add weight to listed base weight (see section 13). Any gear change must occur as a result of an internal function of the transmission or from direct action by the driver. Pneumatic, electric, hydraulic, etc. shifters prohibited. Clutch not permitted with this type of transmission.

2.14 AUTOMATIC TRANSMISSIONS

(OEM American transmissions or replicas of OEM American transmissions that use planetary gears)

AUTOMATIC TRANSMISSIONS: Any OEM American automatic transmission or a replica of an OEM American automatic transmission that uses planetary gears and torque converter permitted, three forward speeds maximum. Transmission-to-engine adapters are permitted. Lock-up transmissions/torque converters permitted. Trans brakes permitted. Automatic transmission entries run at listed base weights. Pneumatic, electric, hydraulic, etc. shifters prohibited. Any gear change must occur as a result of an internal function of the transmission or from direct action by the driver. Clutch not permitted with this type of transmission.

3: BRAKES & SUSPENSION

3.1 BRAKES

BRAKES: All cars must have front and rear hydraulic brakes. Automated brakes or any type of traction control is prohibited. Application and release of brakes must be a function of the driver's foot. Line lock permitted on front wheels only. Any other electric, pneumatic, or hydraulic device in the system is prohibited.

3.2 SHOCK ABSORBERS

SHOCK ABSORBERS: each vehicle in competition must be equipped with one operative shock absorber for each sprung wheel. Shock absorbers may be either hydraulic or friction type, securely mounted and in good working order.

3.3 STEERING

STEERING: Any type steering permitted.

3.4 SUSPENSION, general

SUSPENSION, GENERAL: This eliminator is designed for "back half vehicles" with stock front frame rails, and stock type front suspension, and for "tube chassis vehicles".

A "back half vehicle" is defined as a vehicle which 1) maintains the stock front frame rails, stock radiator/core support area, and utilizes stock or stock type, direct replacement style front suspension and 2) maintains the stock firewall in the stock

location. Rear suspensions are permitted to be stock, ladder bars, or 4-links. Coil over shocks are permitted. Tube chassis vehicles permitted with tubular front clip & purpose built front suspension, required to add 100 lb to base weight. Any "back half" vehicles that do not fit front suspension/chassis regulations must add 100 lbs. to base weight.

***FRONT WHEEL DRIVE CONVERSIONS PERMITTED IN THIS ELIMINATOR.**

3.4 SUSPENSION, FRONT – BACKHALF TYPE CHASSIS

FRONT SUSPENSION:

3.4a) K-MEMBERS: Aftermarket K-Members permitted. K-member may be modified in oil pan area to allow oil pan enlargement or removal.

3.4b) STRUT TOWER/UPPER SHOCK MOUNTING POINTS: Factory OEM strut tower required. For 1978 and older vehicle model years, only OEM strut tower/shock tower may be removed in lieu of installing/using commercially available suspension kit (i.e., Heidt, Fatman, etc). Other sections of front suspension rules must be adhered to.

3.4c) CONTROL ARMS: OEM or tubular stock type control arms required which are attached in stock location.

3.4d) SHOCKS/STRUTS: Aftermarket struts and shocks permitted provided stock attachment location used.

3.4e) SPRINGS: Aftermarket springs permitted.

3.4f) COIL OVERS: Coil over shocks and struts permitted. Stock OEM mounting location required.

3.4g) CAMBER PLATES: Bolt on type camber plates permitted.

3.4h) SPINDLES: Accepted, bolt-on, commercially available aftermarket spindles permitted.

Back half vehicles that do not fit front suspension/chassis regulations may compete as tube chassis vehicle.

SUSPENSION, FRONT – TUBE CHASSIS

FRONT SUSPENSION: Purpose built front suspensions & tubular front clips accepted for competition, must add 100 lbs. to base weight.

3.4 SUSPENSION, REAR

REAR SUSPENSION: Stock and aftermarket type suspension, including leaf springs, stock 3 or 4 link, ladder bars, and aftermarket racing style 4-link suspension permitted.

Rear coil-over shocks permitted.

3.4a) STOCK TYPE SUSPENSION: Stock type suspension may utilize aftermarket, direct replacement type suspension components including aftermarket replacement shocks, springs, leaf springs (may be moved inboard), and/or control arms.

Aftermarket torque arms permitted. Aftermarket leaf spring kits permitted.

3.4b) 4-LINKS: Racing style 4 link suspensions using fabricated front cross member support permitted. Track locators permitted.

3.4c) LADDER BARS: Welded on ladder bars using fabricated front cross member support permitted. Ladder bars permitted.

3.4d) REPLACEMENT CONTROL ARMS & LEAF SPRINGS: Replacement upper and lower control arms and leaf springs permitted. Control arms may use any type bushing, bearing, or rod end. Control arms may be adjustable to any length.

3.4e) PANHARD BARS: Permitted. Panhard bars must be located aft of rearend housing. Panhard bars may be welded.

3.4f) SWAY BARS: Aftermarket or factory sway bars permitted. Aftermarket sway bars may be welded to both chassis and rearend housing.

3.4g) TORQUE ARMS: Permitted.

3.4h) REAR SHOCKS & SPRINGS: Any permitted, including coil over shocks and springs.

3.6 WHEELIE BARS

WHEELIE BARS: All wheelie bars must have a non-metallic wheel. Wheels must turn freely at starting line. Wheel preload is prohibited. Using the wheelie bar as a "fifth wheel" sensing device is prohibited. Wheelie bars must be fixed. Hydraulic, pneumatic, electronic, etc. or any other adjustment or movement during run is prohibited.

4: FRAME

4.4 FRAME

FRAME: Stock, unaltered front frame rails required for back half vehicle. For back half vehicles, frame rails may be replaced rearward of the firewall. For tube chassis type vehicles, purpose built frame rails permitted for entire length of vehicle. If the stock rear frame is notched, it must be reinforced in a manner acceptable to NHRA. Subframes on unibodied cars may be joined under car. Maximum size material to be used; 2" x 3" x 0.125" rectangular tubing or 1 5/8 O.D. inch round tubing (.118MS or .083CM). If connector protrudes through floor, floor must be completely welded to connector. Rear subframe may be moderately moved in or "C'd" for tire clearance. Rear subframes may be constructed of 2" x 3" rectangular material with 0.083" wall thickness or 1.625" O.D. x .083" inch wall chromemoly (.118" wall mild steel) round tubing.

4.5 GROUND CLEARANCE

GROUND CLEARANCE: Minimum 3 inches from front of vehicle to 12 inches behind centerline of front axle; 2 inches for remainder of vehicle, except oil pan and exhaust headers.

4.12 WHEELBASE

WHEELBASE: Entries must retain stock wheelbase within + or - 1 inches of stock. Maximum variation from left to right and front to back of 1 inch.

5: TIRES AND WHEELS

5.1 TIRES

TIRES-FRONT: Front tires must have a minimum tread width of 4.5 inches.

TIRES-REAR: Street type or racing slicks permitted. Maximum rear tire sidewall designation allowed in competition for racing slicks is 35.0/17-16. DOT tires may also be used with a maximum rear sidewall designation of 35/22.5-16. Tire tread may not extend outside fenders.

*50 lbs weight deduction for W tire

5.2 WHEELS

WHEELS: Spindle-mount front wheels permitted.

6: INTERIOR

6.1 INTERIOR

Interior: Must maintain stock appearance; including factory OEM style dashboard. Heater/air conditioners may be removed. Master cylinder may be relocated to accommodate brake pedals & linkage.

6.4 CARPET

CARPET: Floor and tunnel where visible must be upholstered or carpeted. Aftermarket wheel tubs do not require carpeting. Headliner required.

6.5 SEATS

SEATS: Upholstered OEM or aftermarket upholstered seats (2) required. Seat location may be altered, but seatback not permitted behind the plane of the rear doorjamb. For tube chassis vehicles only, seat location may be altered, but seatback not permitted to be greater than 4-inches behind the plane of the rear doorjamb. Rear seat may be removed when roll bar/roll cage is installed; area must be carpeted or upholstered.

6.6 DOOR PANELS

DOOR PANELS: Stock OEM or replacement type door panels required.

6.7 STEERING COLUMN

STEERING COLUMN: Aftermarket steering column permitted. Removable steering wheel permitted.

6.8 GAUGES

GAUGES: Aftermarket gauges may be installed in factory or OEM style dash.

6.9 PEDALS

PEDALS/PEDAL LOCATION: Aftermarket pedals and linkage are permitted, but must remain in stock location in foot well.

7: BODY

BODY GENERAL: Nostalgia Pro Street is restricted to 1950 & newer American made rear wheel drive vehicles. Body dimensions and shape must be exact OEM stock; vehicle must retain original appearances and profiles for year and make of body. Panel cars prohibited. For the purpose of this eliminator, legal vehicles will be restricted to those that were factory line assembled, and must retain factory door jams, rockers, complete door mounting area (including the area beneath the A-pillar, which may be altered to facilitate lift off doors). Steel (or original OEM fiberglass) material required for quarter panels and roof. Aluminum or fiberglass material permitted for front fenders, hood, doors, deck-lid, and bumpers. Hood and/or trunk lid must be hinged or lift off. Hood, doors, and trunk lid must be attached separately and must be operable. One piece front ends (fenders and front valance/bumper) are permitted. Alterations or aerodynamic modifications such as "chopped tops", "channeling", "sectioning", "shortening" or "scaling down" prohibited. Flaring or spreading of external fender lines prohibited. Body must be finished and painted. If a convertible top is used as an entry, the use of ANY mechanism under or above the convertible top is not permitted.

Ex: Building a cover that would be located above or below the convertible top, using straps below or above the convertible top, etc.

Convertible tops need to be operational in all classes that the windows are required to operate.

All entries with convertible tops must compete with top up.

7.1 ADVERTISING

GRAPHICS: Graphics (for advertising or creative purposes) permitted on entire body, including doors, hood, rear quarter panels, front fenders, spoiler, etc.

CONTINGENCY DECALS: In order to be eligible for TSDR official contingency program, all contingency decals are required to appear rear of door jam (B-post) on the rear quarter windows, rear window, or body in a clear and organized fashion. Contingency decals may not be overlapped or modified. Other decals and sponsorship (non-contingency) may appear on bodywork, front end, and on windows.

TSDR REQUIRED DECALS & PERMANENT NUMBERS: See General Regulations in 2010 rule book

7.2 SPOILERS

REAR SPOILER: Rear spoilers permitted, may not extend more than 26 inches from the transition point with the body to the rear most portions. Rear spoiler may not be molded into body (Pro Mod Style).

Spoilers must be stationary during entire run. A positive locking device to prevent movement required. Spring loaded spoilers prohibited. Spoiler spill plates (if used) may be a maximum of 12" in height.

7.5 FIREWALLS

FIREWALL: Stock firewall in stock location required if back half vehicles, but notching

and minor modifications permitted to stock firewall for engine clearance, exhaust, etc.

Fabricated firewall permitted for tube chassis vehicle. For Chevrolet Corvette, only if OEM equipped with stock fiberglass firewall; firewall may be replaced with a flat steel firewall, no thinner than .024, located in the OEM stock location. Replacement steel firewall must be one piece, fully attached along perimeter, and permanent in nature.

7.6 FLOOR/TRUNK PAN

FLOOR: Floor/ trunk pan/transmission tunnel modifications are permitted. Replacing stock floor/trunk pan/transmission tunnel with a minimum of .024 inch thick steel or .032 inch thick aluminum permitted. Magnesium is prohibited.

7.7 HOOD/SCOOP

HOOD\SCOOP: OEM, or fiberglass hood and /or scoop permitted. Forward-opening or rear-opening scoops permitted. One opening only permitted. Induction must be completely covered by hood, bubble, or scoop. Hood must be separate and not be part of front fenders. Scoop need not be part of the vehicle hood.

7.9 WINDSHIELDS/WINDOWS

WINDOWS: OEM safety glass or NHRA-accepted safety glass, or 0.125" thick polycarbonate material, such as Lexan MR 4000 mandatory. Driver and passenger windows must be closed during racing. Bracing and/or rivets must not be visible from outside of vehicle. Window tint is prohibited forward of the "B" pillar.

7.10 BUMPERS

BUMPERS: Front and rear bumpers must be OEM or be duplicates of originals and may be made of steel or fiberglass. License plate frame holders are not permitted to extend beyond flat surface of front bumper. No body components, bumper add-ons, or body kits are permitted to be added to the vehicle with the intent of increasing the frontal distance of the bumper for the purposes of breaking the infrared beams.

7.11 FENDER SPLASH PANS

FENDER SPLASH PANS: Full, factory OEM or aftermarket inner fenders required. May be trimmed for header clearance.

7.12 GRILLE

GRILLE: Full factory stock grille required. Clear lexan may be inserted behind grill to block off air passages. Grill may not be fake, painted or airbrushed.

7.13 WHEELWELLS

INNER WHEELWELLS: Aftermarket wheeltubs permitted. Material used to add to the width of the inner wheelwell may be steel, aluminum, fiberglass, or carbon fiber.

OUTER FENDERS: Leading and trailing edges of fenders may be trimmed for tire clearance.

7.14 RAM AIR/ENGINE AIR PANS

RAM AIR: Any ram-air unit permitted. Headlights/taillights/hazard lights may not be removed/modified for air induction.

7.15 DOORS

DOORS: Driver and passenger doors must be functional and operable from inside and outside of vehicle. OEM, aluminum, or fiberglass replicas permitted.

7.16 AERODYNAMICS

AERODYNAMICS: Taping of any body parts, seams, or front end prohibited. Removal of side mirrors permitted.

7.17 BODY KITS

BODY KITS: Accepted, commercially available body kits permitted. Filling in the lower valance permitted. (taping not permitted).

7.18 COWL AREA

COWL AREA: Complete OEM cowl required for non-tube chassis vehicle. Cowl area may be notched if tube chassis weight break is used.

7.19 FRONT FENDERS/FRONT FASCIA

FRONT FENDERS/FRONT FASCIA: O.E.M. or aftermarket stock appearing front fenders made of steel, aluminum, or fiberglass permitted. Stock appearing front fascia required. May be one-piece.

8: ELECTRICAL

8.1 BATTERY

BATTERY: Battery may be relocated. Alternator not required.

8.3 IGNITION

IGNITION: Any battery operated ignition permitted. Any distributor drive system permitted.

8.5 STARTER

STARTER: All entries must be self-starting with on-board starter.

9: SUPPORT GROUPS

Bracket racing aids such as optical sensors, delay boxes, stutter boxes, etc. prohibited. Throttle stops prohibited. The application or use of any device, mechanical or electronic that permits the driver to ascertain the position of their vehicle in relation to the starting line is prohibited.

9.2 ONBOARD DIAGNOSTICS\DATA RECORDERSONBOARD

DIAGNOSTICS/DATA RECORDERS: Onboard diagnostics and data recorders used to monitor and record parameters such as a driveshaft speed, acceleration, nitrous timing, chassis strain, suspension travel etc., permitted. Wide band oxygen sensors permitted. "Playback" tachometers permitted (i.e. Autometer Dual Channel Ultimate II tachometers, and the use of its features). Laptops permitted in vehicle.

9.7 BOTTLES

BOTTLES: All bottles must be securely mounted, stamped with a minimum DOT-1800lbs. rating, and identified as nitrous oxide. Bottles located in driver's compartment must be equipped with the correct relief valve per manufacturer recommendations and vented outside the driver's compartment. Bottles are limited to one 10-lbs. bottle. Small blocks and nitrous engines less than 530ci may use two (2) 10-lb bottles. The use of any agents other than nitrous oxide as a part of, or mixed with, this pressurized fuel system is strictly prohibited. (Push systems are prohibited.) Commercially available, thermostatically controlled, blanket type bottle heaters are acceptable. Any other method of heating bottles in vehicle is prohibited.

9.12 TOW VEHICLES:

Vehicles may be towed into the staging lanes ONLY. Tow vehicles MAY NOT proceed beyond the head or front of the staging lanes. NO TOW VEHICLES ALLOWED IN THE STARTING LINE AREA OR ALONG SIDE OF THE QUARTER MILE. Tow vehicles are required to use the pit area for entrance to the return road and pass the scales to retrieve a contestant in the shutdown area.

10: DRIVER

10.4 CREDENTIALS

CREDENTIALS: See general regulations.

11: CLASS & SAFETY REQUIREMENTS

It is the participant's responsibility to familiarize oneself with the class requirements as found in the 2010 TSDR rulebook and the safety requirements as found in the 2010 NHRA rulebook. The participant agrees that the participant bears the ultimate responsibility at all times to ensure that participant complies with all applicable NHRA & TSDR rules. The participant agrees that participant is in the best position to know about the construction and operation of participant's vehicle, equipment, and clothing, and whether there has been compliance with all applicable NHRA & TSDR rules.

12: STREET-LEGAL REQUIREMENTS

Headlights and tail lights for year & make of body used mandatory. Head lights & tail lights required to be functional.

MUST MEET ALL NHRA RULES INCLUDING LICENSE AND CERTIFICATION

rules subject to change for parity