

TREMEC ALL-FEMALE TRUE STREET

Changes made 1/16/2023 highlighted in yellow

Changes made 1/23/2023 highlighted in cyan

Class Description

All-Female True Street is a racing class for Female Participants only with mildly modified to heavily modified high performance Ford-based street vehicles that are street certified **and able to drive over a 30-mile distance**. All Ford vehicles permitted. Any Ford based engine, and any number and/or type of power adders are permitted. Vehicles must be registered, licensed, and insured. There will be trophies and awards for not only the quickest average, and runner up, but also for the following: closest averaged ET that is not quicker than the following – 9.00, 10.00, 11.00, 12.00, 13.00, 14.00, and 15.00. Each class winner must fall within its respective ET category; example 9 second winner average must be between 9.00 to 9.99, 10 second winner average must be 10.00 to 10.99 and so on for each class winner, Etc. NMRA membership is not required.

Qualifying Information, Ladder Type, & Tree

All Run, NMRA True Street Format, Pro Tree. Auto start, courtesy Stage.

VEHICLES PERMITTED

All Ford-bodied vehicles and Ford Powered vehicles accepted. Rental Cars prohibited. Dragsters and roadsters prohibited.

BODY RULES:

OEM steel (fiberglass/composite if OEM equipped) body shell required. Aftermarket body kits are permitted. Only permitted lightweight components are hood, front valance, rear valance, front and rear bumpers, and rear trunk lid/hatch. Hood is required, may be made of lightweight material. Hood scoops permitted. Any rear wing permitted.

WINDSHIELD & WINDOWS

OEM safety glass windows required & must be functional.

Optic Armor stock replacement Windshield and Rear Glass permitted per manufacturers recommended specs. Any Stationary mounted Side Glass may be replaced with Optic Armor Stock per manufacturer's specs.

Trucks may use Lexan or there safety glass for rear window only when roll bar is installed.

POWER ADDERS & POWERTRAIN

Any Ford-based engine, and any number and/or type of power adders are permitted. Any manual or automatic transmission is permitted. Any rear end is permitted.

EXHAUST SYSTEM

Any Exhaust exit location permitted. Exhaust system with mufflers required. On Turbo applications the Turbo acts as a muffler.

CHASSIS & SUSPENSION

CHASSIS/FRAME: Stock-type chassis, permitted. Stock firewall & stock front frame rails must be in stock location and unmodified. Starting at firewall rearward, floor and chassis may be replaced with aftermarket components. Full tube-type chassis vehicles prohibited. 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 (6.39 = 1/8 mile) or quicker, or 135mph or faster at a NHRA member track.

FRONT SUSPENSION: Stock-type front suspension, or stock bolt-in-type replacement front suspension required. Tubular front suspension components permitted. Coil over shocks/struts are permitted. Aftermarket replacement control arms are allowed. Aftermarket K-Members/Commercially available sub-Frames allowed. (Must have prior approval from tech) Strut towers must be in factory location with factory sheet metal attaching factory frame rail to top of strut tower, can be notched, windowed, or trimmed for header clearance but must maintain factory sheet-metal attachment. From the forward edge of shock tower, the stock frame rails can be modified. Stock frame rails must remain in place from firewall to forward leading edge, of shock / strut tower.

REAR SUSPENSION: Stock type chassis and stock type suspension is required. (I.e. vehicle required to run factory style suspension as equipped by manufacture) Coil-over shocks and springs permitted for both front and rear suspension. Shocks and spring may be re-located. Standard bolt-on replacement suspension and chassis components are permitted. Tubular bolt-in front K-members and A-arm kits are permitted. Back-half vehicles are prohibited. Ladder bars and/or aftermarket 4-links are prohibited. Wheelie bars are prohibited.

STREET EQUIPMENT

In order to compete, all vehicles and/or drivers are required the following:

1. Valid driver's license
2. Valid vehicle registration
3. Valid license plate(s). Dealer plates prohibited. Paper license tag will be accepted on a new model year car with current registration paperwork less than 60 days old from current event date
4. Valid insurance "ID" card. Faxes and/or letters from insurance companies and/or brokers not acceptable.
5. Valid state inspection sticker (if required by state vehicle is registered).
6. D.O.T. Radials or D.O.T. Slicks on front and rear of vehicle.
7. Hood is required, may be made of lightweight material. Hood scoops permitted. Hood/scoop may be liftoff.

8. Performance aftermarket or OEM style functioning Driver and Passenger seats required.

During the tech-in process, vehicle must have operational street equipment, including headlights, taillights, brake lights, turn signals, and horn.

TIRES: FRONT & REAR

DOT slick tires or DOT legal radials tires required for drive tires during the road tour AND the True Street competition and class run off. Racing slicks prohibited. Maximum actual measured tire size is as follows: Actual measured tread of all racing slick-type tire is limited to 10.75-inches. For D.O.T. radial tires, maximum sidewall designation permitted is 325mm. Tire height is unrestricted. A “go/no-go” gauge will be used to measured tire width. Tire shaving is prohibited. Tire changing is prohibited during or after the road tour. Vehicles equipped from the factory with 345 DOT Radials are permitted to compete with the 345 style DOT Radial on an 18 inch rim.

WHEELS

WHEELS: Spindle-mount front wheels prohibited.

CRUISE

There will be a 30 mile cruise using a supervised cruise before All-Female True Street Eliminations. Cruise is mandatory in the time allotted for competition. Any vehicle unable to complete the road tour under its own power, within the allotted time, will be disqualified from racing. Any vehicle that falls behind the trailing escort will be disqualified. Each competitor and crew will be on their own recognizance during the cruise and bear the full responsibility of their actions as they would on city streets. Please be safe and follow all traffic laws during the cruise.

If a car is double entered in All-Female True street and True Street it must make both cruises if the cruises are held separately.

SUPPORT VEHICLES

Support vehicles (i.e., tow vehicles, crew, etc.) are permitted optionally on the road tour, but must trail behind the True Street participants, and the escort, at all times. All support vehicles are on their own reconnaissance and must obey all applicable local safety and traffic laws.

COOLDOWN PERIOD/RETURN PROCEDURES

After the vehicles return from the road tour, they will return directly to the designated staging lanes for the cool-down period. They may not change tires. The cool-down period will typically last between 15 to 45 minutes.

During this cool down period only, entrants may:

1. Adjust tire pressure (add or remove tire pressure),
2. Install fresh nitrous bottles

3. Install ice in their intercooler (only if located in trunk, rear hatch or rear seat area).

Anything not listed above is prohibited.

A strict CLOSED HOOD policy will be in effect until a competitor has completed his or her three back-to-back passes. No refueling allowed once car leaves on cruise. Engines must remain turned off during entire cool-down period. External cooling of engine by any means (cold water, outdoor fans, etc.) prohibited. Any engine changes, repairs, or adjustments (changing rocker arms, carburetor adjustments, etc.) prohibited. Changing of tires prohibited. No laptops in vehicle permitted at any time once the first of the three back-to-back passes is initiated. No external charging of battery / batteries permitted.

RACE FORMAT

~~Racers will be called to the lanes for Eliminations in three separate rounds. After each round competitors may return to their pits and are permitted to work on their car until the next lane call.~~

When called to "load up" in the staging lanes, all True Street competitors must report to their cars and prepare to make three back-to-back quarter mile passes. All hoods and deck lids must remain secured, as they must remain closed until completion of all three passes. Vehicles with air-to-water intercoolers may not add ice to intercooler tank between back-to-back passes, even if intercooler tank is located in interior of vehicle.

BACK-TO-BACK PASSES

During the Back-to-Back passes, if the car count is fifty (50) or less, the NMRA Competition department will guarantee a minimum of 20 minutes cooldown time between rounds. The 20 minutes will start when the last car of the previous round crosses the finish line (time stamp on time slip and run log will be used to start this time). All Competitors and Cars must return directly from the run to the staging lanes where the car will be impounded for the cool down period, until the "load up" instruction for the next round is given.

Tire pressure may be checked in the staging lanes, or between rounds, and may be lowered or raised any time during the back-to-back passes, as long as this function is performed by the driver only and cannot alter the run order or delay the competitor's ability to move to the ready line when instructed. Vehicles are required to make three full passes in order to be included in the final average ET tally. All vehicles must run three passes in the same order as the first pass, any attempt to gain additional cool down time between rounds will result in disqualification. The only possible exception to this rule is the use of a parachute, if required by vehicle speed. One crew member can be placed in the staging lanes to aid in the repacking of a parachute, however, chute must be re-packed in a manner so as not to be disruptive to competition rounds. There will be a separate staging lane designated for any vehicle needing to re-pack parachutes. Any vehicle unable to start under its own power will be disqualified. Once all rounds have been completed, prize money and awards will be given based on the final average of all three quarter mile passes. During, and in between, the back-to-back passes, no changes

may be made to vehicle other than lowering or raising air pressure in tires. Fresh nitrous bottles, fuel, and ice may not be installed/replenished. Nitrous bottle may be turned off and back on while in the staging lanes before and during the 3 back to back passes. Vehicles with air-to-water intercoolers may not add ice to intercooler tank between back-to-back passes, even if intercooler tank is located in interior of vehicle. Driver is the only person allowed to push vehicle in staging lanes between runs. During the Back-to-Back passes, one Crew member is permitted to assist the car/driver in the burnout and staging process in a timely manner.

FINAL STANDINGS

After all three quarter mile passes are completed, each racer's ET will be added and the average of these three passes will be computed. The outcome of the 3-run average will be posted approximately one hour after eliminations and the awards presentation will be held there after. On a qualifying run, if a contestant properly starts, stages and receives the starter's signal but breaks to the point the run is not completed, a time of 28 seconds is issued and it is considered a valid qualifying run.

WEIGHT BREAKS

There is no minimum weight.

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 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.