

# NDRL - NOSTALGIA DRAG RACING LEAGUE

## RULEBOOK

Rev. MAY 5th, 2026

**EITHER BY RECEIVING THESE RULES OR BY PARTICIPATING IN THE SPORT (or both), THE PARTICIPANT AGREES TO THE TERMS SET FORTH BELOW AND THE PARTICIPANT IS HEREBY PUT ON NOTICE OF SUCH TERMS AND MAKES SUCH AGREEMENT.**

### 1.0 MEMBERSHIP:

Membership is not required to race with the NDRL. However, if you would like to run the series and receive race points, you must be a member! You can join the NDRL at any event and the membership forms are available at the NDRL trailer and on our website.

NOTE: IN ORDER TO RECEIVE ANY POINTS, YOU MUST BECOME A MEMBER PRIOR TO YOUR FIRST ROUND OF QUALIFYING. THERE WILL BE NO RETROACTIVE POINTS GIVEN.

There are 2 types of membership.

#### A. NDRL Driver Membership \$125 (points earned towards the championship)

Includes a championship shirt, NDRL banner, decals, a copy of NDRL Race Rules and Procedures and entry to the championship banquet held at the end of the season.

*Special Note: Any driver who wants to earn points in a second NDRL Class i.e. **Running a second car** must pay a \$75 points fee.*

#### B. NDRL Associate Membership \$60 (Non-Drivers)

Includes a championship shirt, decals and entry to the championship banquet held at the end of the season.

NDRL CLASSES ARE INTENDED FOR VEHICLES REPRESENTATIVE OF THE NOSTALGIA DRAG RACING ERA. The newest production body vehicle allowed is 1979 except in our NSS class which is 1972. Rear engine dragsters are NOT allowed. THE NDRL RESERVES THE RIGHT TO DENY ADMITTANCE TO ANY RACER IF THEIR VEHICLE DOES NOT FIT THE CLASSES OFFERED BY THE NDRL. IT IS RECOMMENDED TO CONTACT THE NDRL DIRECTLY IF CLARIFICATION IS NEEDED.

### 1.1 NOTE:

MULTIPLE DRIVERS CANNOT ENTER AND COMPETE IN THE SAME CAR. A DRIVER CAN COMPETE IN 2 CLASSES WITH ONE VEHICLE AS LONG AS ONE OF THE CLASSES IS NOT A NDRL CLASS. (EXAMPLE: RACER ENTERS NDRL PRO-GAS, HE/SHE CAN ALSO ENTER THE SAME CAR IN A HOT ROD, SUPER PRO, ETC CLASS OFFERED BY THE TRACK. YOU MUST BUY A TECH CARD FOR BOTH CLASSES).

A DRIVER MAY ENTER 2 DIFFERENT VEHICLES AND COMPETE IN 2 DIFFERENT NDRL CLASSES WITH THOSE VEHICLES USING NDRL CLASS STRUCTURE OR ANY OTHER TRACK OR SANCTIONING BODY CLASS. (EXAMPLE: RACER ENTERS NDRL PRO-7.0, HE/SHE CAN ALSO ENTER WITH THEIR SECOND VEHICLE IN A NDRL CLASS OR THE OTHER SANCTIONING BODY CLASS. YOU MUST BUY A TECH CARD FOR BOTH CLASSES).

REGARDLESS IF YOU ARE RUNNING 1 VEHICLE OR 2 YOU MUST BE IN THE STAGING LANES FOR QUALIFYING OR ELIMINATION RUNS IN A TIMELY MANNER. (See Staging Lanes below)

**SPECIAL NOTE:** THE RACE DIRECTOR HAS THE SOLE AUTHORITY TO MOVE THE SHOW FORWARD IF ANY RACER IS NOT IN THE DESIGNATED STAGING LANES OR IS TAKING TOO LONG TO SWITCH VEHICLES AND HOLDING UP THE PROGRAM.

### 1.2 CONTINGENCY SPONSORSHIPS:

Only NDRL Members are entitled to contingency sponsorship winnings. *Note: Normal racer payouts go to Members and Non-Members.*

### 1.3 LOWER ENGINE CONTAINMENT DEVICE:

ALL VEHICLES IN ALL CLASSES MUST HAVE A LOWER CONTAINMENT DEVICE. (**Approved Diaper or pan.**)

NOTE: It is "**recommended**" that any vehicle with "OEM rear steering" use a lower oil containment/retention device, i.e. diaper or pan to the SFI 7.1 or 7.2 specifications.

### 1.4 HEAD AND NECK RESTRAINT:

A head and neck restraint device/system meeting SFI 38.1 is mandatory for any vehicle running 150 mph or faster or running 7.49 E.T. or quicker. An SFI 38.1 head and neck restraint device can be used with, or without, a neck collar; when a neck collar is not used, an SFI 3.3 head sock or SFI Spec 3.3 skirted helmet is required.

### 1.5 TREE:

ALL CLASSES USE A .400 PRO TREE **WITH THE EXCEPTION** OF NSS & NOSTALGIA GASSER CLASS WILL USE A SPORTSMAN TREE.

ALL CLASSES ARE ALL RUN.

## 1.6 ALL CLASSES:

In keeping with the nostalgic drag racing era theme... the following are absolute in all classes:

- NO EFI
- NO NOS
- NO DELAY OR CROSS OVER BOXES
- NO OPERATIONAL THROTTLE STOP CONTROLLERS
- NO BUMP BOXES
- NO ELECTRONIC TRACTION CONTROL DEVICES
- ELECTRONIC FUEL LEAN OUT VALVES – must be wired directly to the transbrake solenoid or transbrake switch, line lock button or clutch pedal momentary switch for STARTING LINE LAUNCH PURPOSES ONLY. Integration with a programmable ignitions such as MSD Grid or a timer is prohibited. Tech inspection must be able to visually see the positive and negative wires from ELV to switch or solenoid.
- DRIVESHAFT SENSORS CAN ONLY BE HOOKED TO THE DATA LOGGER, NOT THE IGNITION SYSTEM
- All cars in competition must have a forward or rear attachment point for towing the car if it was to become disabled.

## 1.7 CREDENTIALS:

NDRL races are held at NHRA and IHRA sanctioned tracks. Drivers must have the appropriate licensing, certifications and use approved safety equipment for the class and ET that will be run. 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 competition license is mandatory for cars running 9.99 or quicker. At the tracks discretion a valid NHRA or IHRA competition number and membership may be required for cars running 10.00 or slower in the ¼ mile.

## 1.8 BLOWER STARTERS:

Vehicles that require priming and blower starters.... Please talk to your opponent so they are aware of your starting procedure.

## 1.9 PEDAL CLUTCHES:

Please talk to your opponent so they are aware of your starting line procedure.

## 2.0 BYE RUNS:

Bye Runs in all classes (except Pro-Gas) are laddered. The ladder determines any bye runs. If your laddered opponent does not show up you receive a competition bye run.

The #1 qualifier gets the Bye Run first round. Thereafter the ladder will determine the Bye Run. A competition single is not considered a Bye Run. During event class eliminations no driver can receive more than 1 bye run unless all other drivers still in competition have already had one.

## 2.1 LANE CHOICE:

The better qualified vehicle always has lane choice. Note: See more details in each class. Pro-Gas 3.9, Pro-Comp 3.8, Pro-7.0 3.6, Pro-7.5 3.7, MP 4.0, NSS 4.1

## 2.2 BREAK PASSES:

After qualifying all classes will be laddered with the exception of Pro-Gas (see 3.9). If your opponent cannot make the call to the lanes for eliminations, you will get a competition single. In situations where a driver is making a single run, he or she is considered the winner once he or she stages and receives the start signal or is declared the winner by the official starter. If a competitor crosses the boundary line on a single run, the elapsed time is voided for lane-choice determination. On all bye runs, the car must stage under its own power.

## 2.3 TIE BREAKER:

**During race qualifying:** If more than one car is the top qualifier by ET then the better reaction time of those gets the #1 qualifier spot.

Example: Car A runs 10.001 on a 10.00 index with .012 reaction time. Car B runs 10.001 also but has a .005 reaction time. Car B gets the

#1 Qualifier spot because of the better reaction time.

**Overall championship points:** The following method will be used to determine final championship positions:

1-Highest points, 2-race wins, 3-round wins, 4-qualifying average, 5-best average reaction time for all rounds won will (in that order) be the determining factors to break any tie.

## 2.4 IGNITIONS:

Any type automotive ignitions are allowed, with the exception of the use of any programmable multi-point rev limiter and/or a rate of acceleration rpm limiter, either by themselves (e.g., MSD 7561) or integrated into the ignition system (e.g., MSD 7531). Slew Rate controllers (e.g., MSD 7761) are also not allowed. *Note: Modified Production Class MSD Grids or not allowed! (see 4.0)*

## **2.5 DELAY BOXES/THROTTLE STOP CONTROLLERS:**

ALL DELAY/CROSS OVER BOXES AND/OR THROTTLE STOP CONTROLLERS MUST BE REMOVED PRIOR TO QUALIFYING. Failure to comply will result in disqualification from the race event, and all runs and points prior to that will be thrown out.

## **2.6 THROTTLE, LAUNCH AND RPM CONTROL:**

It is illegal to utilize any electronic, pneumatic, hydraulic, or other device to control throttle action during any qualifying or elimination rounds.

## **2.7 THROTTLE CONTROL MUST ONLY FUNCTION BY DIRECT DRIVER INPUT DURING THE PASS:**

The sole exception is launch RPM devices activated solely by the manual activation of a trans brake release, as stated below in this section. Any device that operates the throttle after the launch is absolutely prohibited. Throttle stop cylinders may be left on the car; HOWEVER, AIR SUPPLY MUST BE REMOVED, and the device disabled. THIS WILL BE POLICED IN THE LANES and subject to disqualification. Two step or three step rpm controllers are allowed, but only for the control of burnout, launch and maximum rpm. A start line enhancer (SLE pneumatic cylinder) may be used in lieu of an electronic launch rpm control device; however, it must be directly wired to the trans brake button and not the ignition box.

## **2.8 STAGING CONTROL:**

Bump boxes (Iterative Staging Devices) are NOT legal in any NDRL class. Any car with one installed and/or use of such device, will be cause for disqualification and loss of points.

## **2.9 DEEP STAGING:**

Is allowed in MOST all classes. All drivers must follow courtesy staging procedures (3.0). Both vehicles must have the pre-stage lights on before advancing to stage or deep stage. THE TRACK STARTER HAS TOTAL CONTROL OF THE CHRISTMAS TREE. THEIR DECISIONS ARE FINAL.

- *Deep Staging in MP-Modified Production – Deep Staging cannot be written on the vehicle.  
Note: Starter will not hold the tree for you.*
- *Deep Staging is not allowed in the NSS-Nostalgia Super Stock & NG-Nostalgia Gasser classes.*

## **3.0 COURTESY STAGING:**

If a racer "double bulbs" his opponent they must try to back out of the staging beams to the pre-stage position. The Track Starter controls the tree and has final call on the staging process. All final staging must be in a forward motion. Once a racer stages his/her vehicle they have accepted the index/ET on the scoreboard.

**LOOK BEFORE YOU STAGE!**

## **3.1 ELECTRONIC FUEL INJECTION (EFI):**

EFI is NOT allowed. Must be mechanical Injection or carburetion. Electronic fuel management/controllers are also not allowed.

## **3.2 POWER ADDERS:**

NITROUS OXIDE SYSTEMS (NOS) are NOT allowed. Systems must be disconnected, and bottles must be removed. Approved power adders are superchargers and turbos only running mechanical injection and carburetion.

**3.3 AUTOMATIC SHIFTERS:** RPM activated automatic shifters are allowed.

## **3.4 RAIN OUT RULES:**

If a rain out occurs or the race is called before eliminations begin, refunds are up to the track's discretion. If the event is rained out after your class eliminations have begun, then the class purse will be split amongst the drivers that are still in eliminations. The winner trophy in each class will be provided to the winning driver running closest to his/her index during the last fully completed round of competition. A tie will be broken by falling back to the best reaction time of the round. All other available awards will be provided in accordance with closest to index rule as defined above and sponsor contingency requirements. If class eliminations have not begun and the race is called, the winner trophy in each class will be provided the number one qualifier. All other available awards will be provided in accordance to qualifying order and sponsor contingency requirements.

## **3.5 STAGING LANES:**

When your class is called all racers and crew are expected to report to the lanes in a timely manner. DO NOT COME TO THE STAGING LANES BEFORE YOUR CLASS IS CALLED. During Qualifying or eliminations if you do not get to the staging lanes in time and your class has finished running, your run is forfeited.

### 3.6 CLASS - PRO-7.00 (1/4 mile racing)

Front Engine Dragsters, Altereds, F/C or Door Slammers. Safety rules per NHRA ET/MPH requirements. Driver's suit meeting SFI Spec 3.3/20, gloves 3.2A/15, boots 3.3/15, and head sock 3.3. All jacket and pants or driver suit that meet the SFI Spec 3.2A/20 must be recertified on a five-year interval. Head sock is not mandatory when helmet is manufactured with a skirt labeled as meeting SFI Spec. 3.3.

Laddered pairings (see 2.2). The #1 qualifier has the Bye Run first round if there is an odd number of cars. Number one qualifier will get lane choice if the is an even number of cars. All pairings, the better qualifier will get lane choice. After first round the racer closest to the 7.00 index will get lane choice. *Note: Beginning January 1 2026, a minimum six-point driver restraint system or seven-point system meeting SFI Spec 16.1 will be mandatory. All belts used in open-bodied front engine supercharged methanol burning vehicles must be covered with a fire-resistant covering. Restraint system must be updated at two-year intervals from date of manufacture.*

### 3.7 CLASS - PRO-7.50 (1/4 mile racing)

Front Engine Dragsters, Altereds, F/C or Door Slammers. Safety rules per NHRA ET/MPH requirements. Laddered pairings (see 2.2).

The #1 qualifier has the Bye Run first round if there is a odd number of cars. Number one qualifier will get lane choice if the is an even number of cars. All pairings, the better qualifier will get lane choice. After first round the racer closest to the 7.50 index will get lane choice.

### 3.8 CLASS - PRO-COMP (1/4 mile racing)

Front Engine Dragsters, Altereds, FC or Roadsters. Safety rules per NHRA ET/MPH requirements. indexes: Class designation and ET must be on TECH CARD and vehicle prior to first qualifying run. You are allowed class changes prior to the "final qualifying run" You MUST NOTIFY THE RACE DIRECTOR and make one qualifying run under new index. Laddered pairings (see 2.2). All bye runs are determined by the qualifying ladder. A competition single is not considered a Bye Run. The following are the Pro Comp indexes:

A /C	B/C	C/C	D/C	E/C	F/C	G/C
8.00,	8.50,	9.00,	9.50,	10.00,	10.50,	11.00

### 3.9 CLASS - PRO-GAS (1/4 mile racing)

This class is for Door Slammers with 2 working doors and a roof or convertible top. No Center Steer Cars. Safety rules per NHRA/IHRA ET/MPH requirements. Cars running faster than 9.99 roll cage required. Cars running 10.00 to 11.00 roll bar required. Class designation and ET must be on TECH CARD and vehicle prior to first qualifying run. You are allowed class changes prior to the "final qualifying run" You MUST NOTIFY THE RACE DIRECTOR and make one qualifying run under new index. All eliminations will be by index. Must be in the correct staging lane for your index (see 2.2). Must write your final qualifying position on your windshield and circle it. This is needed to determine lane choice. Lowest qualifier gets the lane choice. The #1 qualifier has the Bye Run until they use it. If they are eliminated the Bye Run will then go to the best reaction time of the previous round. Bye runs in the following rounds will follow the same procedure. During event class eliminations no driver can receive more than 1 bye run **unless** all other drivers still in competition have already had one. A competition single is not considered a Bye Run. The following are the Pro Gas designations and indexes:

A/G	B/G	C/G	D/G	E/G	F/G	G/G
8.00,	8.50,	9.00,	9.50,	10.00,	10.50,	11.00

### 4.0 CLASS - MODIFIED PRODUCTION (1/4 mile racing)

Must be Super Stock and Modified Eliminator cars representative of the 60s and 70s. Manual Transmissions ONLY and MUST LAUNCH WITH THE CLUTCH by the driver. No delay boxes, No pedal magnets, No air or electric shifters. NO MSD Grids are allowed! (see 2.4). Two step rev limiters allowed. DEEP STAGING Info see (2.9) Safety rules per NHRA ET/MPH requirements. Race on an index format with ladder based on qualifying. All bye runs are given to lowest qualifier. The ladder will determine subsequent bye runs. Class designation and ET (must be on TECH CARD and WINDOWS prior to first qualifying run.) You are allowed class changes prior to the "final qualifying run" You MUST NOTIFY

THE RACE DIRECTOR and make one qualifying run under new index. Laddered pairings (see 2.2).

The following are the MP - Modified Production designations and indexes:

A/MP	B/MP	C/MP	D/MP	E/MP	F/MP	G/MP	H/MP	I/MP	J/MP	K/MP	L/MP	M/MP	N/MP	O/MP
8.50	8.75	9.00	9.25	9.50	9.75	10.00	10.25	10.50	10.75	11.00	11.25	11.50	11.75	12.00

#### 4.1 CLASS – NOSTALGIA GASSER (1/8 mile racing)

Must be Full bodied cars trucks, roadsters with working doors, no center steer vehicles. Front straight axle/drop straight axle only no A arm style front suspension allowed. No full round tube main frame. Must be box or factory frame rails. NO starting line ignition rev limiters. No transmission shift solenoid Must shift manually or allow transmission to shift itself. Any ignition box allowed as long as it's not programmable. No Grid type systems or data recorders allowed. No form of electronic or pneumatic down track, or timed throttle stop allowed. This includes mechanical devices bolted between the carburetor and intake to restrict air flow i.e., ET Genie. A mechanical adjustable throttle rod or hard stop under the throttle or carburetor linkage OK. No delay boxes allowed in car. No Long throw trans brake switches. 1/8 mile racing Dial in index every .10 Safety rules per NHRA ET/MPH requirements. Race on an index format with ladder based on qualifying. All bye runs are given to lowest qualifier. The ladder will determine subsequent bye runs. Class designation and ET (must be on TECH CARD and WINDOWS prior to first qualifying run.) You are allowed class changes prior to the "final qualifying run" You MUST NOTIFY THE NDRL RACE DIRECTOR and make one qualifying run under new index. Laddered pairings (see 2.2). Also Please read this entire document starting at 1.0 above.

The following are the NG - Nostalgia Gasser designations and indexes:

**5's- NG-** 5.20 5.30 5.40 5.50 5.60 5.70 5.80 5.90  
**6's- NG-** 6.00 6.10 6.20 6.30 6.40 6.50 6.60 6.70 6.80 6.90  
**7's- NG-** 7.00 7.10 7.20 7.30 7.40 7.50 7.60 7.70 7.80 7.90  
**8's- NG-** 8.00 8.10 8.20 8.30 8.40 8.50 8.60 8.70

#### 4.2 CLASS - NSS – NOSTALGIA SUPER STOCK (1/4 mile racing)

Nostalgia Super Stock is an index-style foot brake only class for the year models, body styles, and engine combinations, which accurately represent those cars, which raced in the A/FX and Super Stock classes of the '60s and early 70's. Certain exceptions in the authenticity of these cars will be allowed. Among those exceptions, but not limited to, are factors concerning safety, equality in performance, availability, and durability. Classification will be based on a visual inspection and an e.t. range. No modifications, which alter the car from factory stock, are permitted unless they are specifically allowed in these rules, or as authorized by the rules committee. NSS uses a sportsman's tree and ladder. Qualifying order is determined by closest to the index without breaking out. NSS is an all run field. You are allowed class changes prior to the "final qualifying run" You MUST NOTIFY THE RACE DIRECTOR and make one qualifying run under new index.

Laddered pairings (see 2.2). *Note: Deep staging is NOT allowed in the NSS class.*

**AAAA/FX-8.50 AAA/FX-8.75 AA/FX-9.00 A/FX-9.25 B/FX-9.50 C/FX-9.75 A/NSS-10.00 B/NSS-10.25 C/NSS-10.50 D/NSS-10.75 E/NSS -11.00 F/NSS-11.25 G/NSS-11.50 H/NSS-11.75 I/NSS-12.00 J/NSS-12.25 K/NSS-12.50 L/NSS-12.75 M/NSS-13.00**

#### **NSS - ELIGIBLE YEAR MODELS AND BODY STYLES** *Note: Car must have a Big Block Motor.*

The following is a list of cars/engines, which are allowed to compete.

AMC AMX: 1968-70; 390

AMC Matador, The Machine: 1968-71; Big Blocks

AMC SC/Rambler: 1968-69; 390

Chevrolet Full Bodied: 1959-64; 348 & 409s, 454, Z11 427

Chevrolet Full Bodied: 1965-71; 396-454

Chevrolet Camaro: 1967-72; 396-454

Chevrolet Chevelle/Monte Carlo: 1964-71; 396-454

Chevrolet Corvette: 1965-72; 396-454

Chevrolet Nova: 1968-70; 396

Pontiac Full Bodied: 1959-67; 389-455

Pontiac Firebird: 1967-71; 400-455

Pontiac Parisienne: 1959-64; 348 or 409

Pontiac Tempest/GTO/Lemans/Grand Prix: 1961-71; 389-455

Ford Full Bodied: 1959-67; 390-427

Ford Thunderbolt: 1964; 427

Ford Mustang: 1967-71; Big Block (FE and 385 series permitted)

Ford Torino, Fairlane, Montego, Cyclone: 1968-71; Big Block (FE and 385 series permitted)

Ford Fairlane/Comet/Cyclone/Falcon: 1963-67; 390, 427 (FE and 385 series permitted)

Mercury Cougar: 1967-71; Big Blocks

Dodge/Plymouth Full Bodied: 1960-67; 383-440 wedge

Dodge/Plymouth Full Bodied: 1964-67; Hemi

Dodge/Plymouth Satellite, Road Runner, Coronet, RT, Super Bee, GTX: 1968-71; Big Block

Dodge/Plymouth Challenger-Cuda: 1970-71; 383, 426 and 440

Dodge Charger: 1966-71; 383, 440, Hemi

Buick Full Bodied (Including Special, Skylark & Grand Sport): 1960- 71; 401-455

Buick Skylark: 1964-67; 400-401-455

Oldsmobile Full Bodied: 1960-67; 394-400-455

Oldsmobile Cutlass/442: 1964-71; 400-455

Dodge Dart/Barracuda: 1967-69; 383-440

Dodge Dart/Barracuda: 1968; 426 Hemi

## **NSS - ENGINE**

### **RADIATOR**

OEM production-style or aftermarket radiator is required and must be mounted in stock location. Stock core support is required.

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

COOLING FANS: Any permitted.

### **ENGINE**

See ELIGIBLE YEAR MODELS AND BODY STYLES. Any internal engine modifications permitted.

### **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.

### **HEADERS & COLLECTORS**

Any headers and/or collectors permitted.

### **FUEL DELIVERY SYSTEM**

Fuel cells, electric or mechanical fuel pumps, pressure regulators, and any line size permitted. Fuel pump must shut off with a master electrical switch. Stock gas tank (if used) must be retained in factory location. Modified fuel pickups & outlet permitted. Aftermarket/fabricated fuel tank or cell permitted. 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.

### **FUEL**

Commercially available racing gasoline, pump gasoline, methanol and E85 are the only fuels permitted. Maximum blended volume of alcohol may not exceed 85%.

NITROUS OXIDE: Prohibited.

### **OIL SYSTEM**

Dry-sumps prohibited. Oil pump must remain in stock location. Oil pan capacity may be increased.

### **SUPERCHARGER**

Prohibited.

### **DISTRIBUTOR**

Must remain in stock location with cam gear drive. Belt drive Distributors permitted.

### **BLOCK**

Aftermarket blocks may be either cast iron or aluminum if they appear externally to be the same as was originally available on the year/make/model of entry.

### **ENGINE LOCATION/MOUNTS**

Block and/or heads must not touch stock firewall. Firewall must be in stock location. Engine plates and solid engine mounts permitted.

### **OIL RETENTION DEVICES**

Engine diaper or belly pan highly recommended.

### **HEADS**

Aftermarket cylinder heads permitted. Cylinder heads may be cast iron or aluminum if they appear externally to be the same as was originally available on the year/make/model of entry. Any internal cylinder-head modifications permitted.

### **VALVETRAIN**

Any valve train permitted.

### **CARBURETOR**

All entries in the eliminator must be carbureted as outlined below. Positioning of carburetors from factory mounting not a tech item (carburetors may be positioned facing forwards, backwards, or side mounted). Choke horn, choke plate, choke shaft, choke linkage, and choke mechanism may be removed. Carburetors are restricted to the following manufactures: Holley, Edelbrock, Carter, Rochester, Demon, Quick Fuel Technologies. Vehicles in this class permitted the use of carburetors listed for NSS, or Holley, Quick Fuel or Holley based carburetor 4150 style with a maximum 1.750 throttle blade. (NO Dominators). Carburetor must have commercially available cast main body. Billet Base Plate and metering blocks are permitted. All NSS combinations are permitted duel four carburetor setup.

### **FUEL INJECTION**

Era-correct mechanical fuel injection permitted in FX classes only.

### **INTAKE MANIFOLD**

Sheet metal intake prohibited. Manifolds restricted to commercially available cast units. Top of manifold lid may be modified and fabricated as necessary to accommodate carburetor placement.

Sheet metal, Billet Aluminum or Composite units permitted in AAAA/FX, AAA/FX, AA/FX, and A/FX ONLY.

### **TURBOCHARGER**

Prohibited.

### **AFTERCOOLERS/INTERCOOLER**

Prohibited.

## **NSS - DRIVETRAIN**

### **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.

## **DRIVESHAFT**

Any permitted.

## **REAREND**

Any automotive type rearend permitted.

## **MANUAL TRANSMISSION**

OEM or aftermarket transmissions with a maximum of 4 forward speeds permitted. Clutchless transmissions prohibited. All shifts must be made manually without the aid of electric, hydraulic or pneumatic devices. Starting line rev limiters permitted. Torque converter not permitted with this type transmission.

## **MANUAL TRANSMISSION (F/X Classes)**

OEM or aftermarket transmissions with a maximum of 5 forward speeds or clutchless transmissions permitted in AAAA/FX, AAA/FX, AA/FX and A/FX classes ONLY. All Planetary Transmission including Lenco type or any combination thereof prohibited. All shifts must be made manually without the aid of electric, hydraulic or pneumatic devices.

## **AUTOMATIC TRANSMISSIONS**

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

Automatic transmissions originally produced by any American automobile manufacturer or replicas of an automatic transmission produced by any American automobile manufacture (e.g. Dedenbear PG transmission) mandatory.

Lock-up transmissions/torque converters permitted. Transmission-to-engine adapters permitted. All shifts must be made manually without the aid of electric or pneumatic devices.

Transbrake is prohibited in competition and can only be used to engage Reverse gear. All transmissions that require trans-brake activation for Reverse gear must use a positive-locking toggle switch. Momentary switch or button of any kind is prohibited. All positive-locking toggle switch and wiring must be easily accessible and identifiable for the Tech staff. In those classes that prohibit trans-brakes the following will be used to enforce the rule. A competitor may elect to leave the trans-brake solenoid installed in the transmission, however any/all physical wiring must be removed to the solenoid while the vehicle is in competition.

Starting line rev limiters prohibited. Clutch prohibited with this type of transmission.

## **NSS - BRAKES & SUSPENSION**

### **BRAKES**

The braking system may be upgraded. 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.

### **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.

### **STEERING**

OEM or aftermarket steering in stock location mandatory.

### **SUSPENSION**

**FRONT SUSPENSION:** Stock front suspension as factory-designed required. Aftermarket direct replacement suspension components including tubular A-arms permitted: However, overall design and function as factory produced must be retained.

### **REAR SUSPENSION**

Rear suspension of ladder bar, three/four link, or stock rear suspensions permitted.

### **WHEELIE BARS**

Wheelie bars permitted.

### **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 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.

### **FRAME**

Stock frame required but may be strengthened with the addition of braces and "notched" or moved inboard for rear-tire and wheel tub 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.

### **WHEELBASE**

(NSS CLASSES): Must retain stock wheelbase with a maximum variation from left to right and front to back of 1 inch. Stock overhangs are required.

(FX Classes): Any period-style alteration of wheelbase and overhang is allowed.

### **TIRES**

Street type or drag slick tires permitted. Maximum rear tire designation of 10.5Wx33-inch permitted. The front tires are limited to 4.5-inch minimum tread width and minimum diameter of 26 inches tall. The tread of the tires is not allowed to protrude outside the exterior bodyline at the top of the tire.

### **WHEELS**

Spindle-mount front wheels prohibited.

### **INTERIOR**

(NSS CLASSES): Must have full factory seating, upholstery, and carpeting. Aftermarket upholstered bucket seats permitted. Full dashboard mandatory. Aftermarket gauges permitted. Rear seat may be removed when roll bar/cage is installed. Area must be carpeted or upholstered equivalent to factory specifications (no bare paneling).

(FX CLASSES): Full removal of interior allowed.

## **BODY**

NSS CLASSES: Topless cars prohibited. Lightweight replacement parts permitted for fenders, hood, doors, deck lid, and bumpers. External modifications of anybody panel that will alter the stock bodyline is prohibited.

FX CLASSES: Topless cars prohibited. Lightweight replacement parts permitted for fenders, hood, doors, deck lid, and bumpers. External modifications of anybody panel that will alter the stock bodyline is prohibited. Hoods are optional.

## **APPEARANCE**

All cars in competition must be painted or wrapped. Advertising graphics are permitted on the body.

## **SPOILERS, WINGS**

Aftermarket wings and/or spoilers prohibited.

## **FIREWALLS**

Stock firewall in stock location mandatory. Firewall may be relocated rearward, era-correct modifications permitted in FX classes. (Reference: Engine location/mounts, section 1.16)

## **FLOOR/TRUNK PAN**

Complete stock floor in stock location mandatory. Floor/Trunk Pan modifications permitted for clearance purposes of ladder bars, mufflers, and fuel cell. Material to be used if there are floor/trunk pan modification is limited to same type material and same or greater thickness as original floor/trunk pan.

## **HOOD/SCOOP**

(NSS Classes): Hood scoops limited to OEM equipment or period style. Hood/scoop may be no higher than 5 inches. Pro stock-style scoops prohibited. The entire induction system must be completely covered by hood or scoop, which must be part of the vehicle hood.

(FX Classes): Not required.

## **WINDSHIELDS/WINDOWS**

Must be OEM safety glass or NHRA/IHRA approved Lexan or Plexiglas.

## **BUMPERS:**

Complete stock-appearing bumpers required.

## **FENDER SPLASH PANS**

(NSS CLASSES): OEM or aftermarket full-fender splash pans required. Splash pans may be trimmed to allow clearance for headers. Removable fender splash pans acceptable.

(FX CLASSES): Not required.

## **GRILLE**

A full-production grille is required for the body style used, era-correct modifications permitted. Covering in front of or behind the grille prohibited.

## **WHEEL WELLS**

INNER WHEEL WELLS: Aftermarket wheel tubs permitted. Material used to add to the width of the inner wheel well may be steel or aluminum.

OUTER FENDERS: Leading and trailing edges of fenders may be trimmed for tire clearance, maximum 2".

## **RAM AIR**

Any aftermarket or fabricated ram-air unit permitted that is not visible from exterior of vehicle.

## **DOORS**

OEM or aftermarket doors permitted. Driver and passenger doors must be functional and operable from inside and outside of vehicle.

## **NSS - ELECTRICAL**

### **BATTERY:**

Battery may be relocated. Charging system optional.

### **IGNITION**

Any battery powered ignition system permitted as specified in this section. Aftermarket electronic breaker-less distributor system permitted. All ignition boxes must be listed on the NHRA ET approved ignition box list or operate with less functions and features than approved boxes. MSD Grid 7720 and/or MSD Controller 7730 Prohibited. Wiring harness must not be modified from manufacturer's installation instructions. The use of any programmable multi-point rev limiter and /or a rate-of acceleration rpm limiter, either by themselves or integrated into the ignition system are prohibited. Traction control prohibited. Engine rev limiters, top end only, and/or starting line with manual transmission only, permitted.

### **STARTER**

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

### **SUPPORT GROUPS**

Bracket racing aids such as optical sensors, delay boxes, stutter boxes, two-steps, and throttle stops prohibited. Manual or Electric RPM controlling devices 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.

### **ONBOARD DIAGNOSTICS/DATA RECORDERS**

Wide band oxygen sensors permitted. "Playback" tachometers permitted. Data Recorder allowed. Digital Dash Display allowed.

### **STREET-LEGAL REQUIREMENTS**

Headlights and taillights for year & make of body used mandatory: era-correct headlight modifications permitted...

Single taillight required to be functional.

### **WEIGHT**

Weight is not a tech item however excessive lightening as determined by the tech officials will not be permitted.

**REPLACEMENT CAR** - A driver may replace a car during qualifying with another car. The driver must Register, declare and index and tech the replacement car Before the last scheduled qualifying session. If a “scheduled qualifying” session is cancelled due to weather, time, track issues etc. and driver has completed the steps to officially replace the car, they will be placed on the bottom of the ladder. No replacement cars will be permitted after the completion of qualifying. No new entries will be permitted after the completion of qualifying.

### **4.3 CODE OF CONDUCT:**

It is the goal of the (NDRL) Nostalgia Drag Racing League to be the premiere organization for nostalgia drag racing, providing professional events in a safe and family fun environment. Also representing itself in public and social media platforms in a positive and constructive manner. NDRL Members are expected to conduct themselves in a professional and non-disruptive manner at all events and within public and social media. Members, while at any event or engaging in public or social media, are representatives of the league and are always to model good sportsmanship and professionalism. NDRL will not tolerate any conduct that is detrimental to our goal as stated above. This includes but not limited to; 1) excessive consumption of alcohol or any other substance; 2) verbal or physical threats, provoking or agitating or negative public and social media comments; 3) unsportsmanlike conduct that creates an unsafe, unfair, or unruly situation. Any NDRL Member or Non-Member participating in any NDRL event or uses public or social media platforms that acts in a manner that is detrimental to NDRL and/or its members will be penalized at the sole discretion of the NDRL board. This includes actions such as a warning letter and up to and including forfeiture of membership, points accumulated and be prevented from racing at or attending future NDRL events. Each participant expressly agrees to abide by all NDRL rules, regulations and agreements, including but not limited to those contained in the NDRL competition rules. All drivers and crew are prohibited from approaching track personnel with complaints of track prep, staging or timing issues etc. Go to your NDRL Class Representative or other NDRL officials for help with these matters.

### **4.4 PARTICIPANT COVENANTS AND COVENANT NOT TO SUE:**

The NDRL is a voluntary association, which requires a promise and agreement by all participants to abide by all NDRL rules, regulations, and agreements. Each participant expressly agrees to abide by all NDRL rules, regulations, and agreements, including but not limited to those contained in the NDRL Rules, and by NDRL decisions, whether or not related to an event. Without this promise and agreement, the NDRL would not be able to function as a sport sanctioning body, and the NDRL's continuing viability would be at risk. In consideration for being allowed to participate in NDRL drag racing, each participant understands, acknowledges and agrees that:

- Participation in any and every aspect of NDRL drag racing is a privilege, not a right.
- The participant voluntarily chooses to participate in accordance with all NDRL rules, regulations, agreements, and by NDRL decisions, whether or not related to an event.
- At any event, the participant is bound by and shall abide by the decisions of the event director, the event director's designee(s), and other NDRL or member track officials.
- All decisions made by NDRL, including but not limited to those made during or incident to an event, are final and may not be appealed and such decisions may not be made the basis of a lawsuit.
- The participant agrees to indemnify and to hold harmless the NDRL, including, but not limited to, its directors, officers, volunteers, staff, members and other participants from any and all legal actions, fees, and/or associated costs with regard to any function or event that is associated in any way with the NDRL for any reasons what so ever.
- The NDRL, any racing facility, and all of their directors, officers, employees, agents, or representatives have no liability to the participant, participant's personal representatives, assigns, heirs, and next of kin for any and all loss or damage and any and all claims or demands of any nature whatsoever including without limitation loss or damage to any property of the participant or property of others entrusted to the participant, whether caused by the negligence of any person otherwise.
- The participant will not initiate or maintain, directly or indirectly, any kind of civil court lawsuit related to any NDRL rule, regulation, agreement, or decision, which lawsuit the NDRL determines to be conduct detrimental to the NDRL or the sport of drag racing. Factors considered in determining whether a lawsuit is deemed conduct detrimental to the NDRL or to the sport of drag racing include, but are not limited to: the threat posed to maintaining the ability to conduct events and racing activities; the threat posed to the continued viability of the sport of drag racing; disruption to the orderly conduct of the sport of drag racing; damage to the NDRL's business and reputation; loss of sponsorship opportunities; disruptions in sponsor relationships; damage to goodwill with vendors, sponsors, customers and members; damage to racing competition; adverse effects upon the insurability of the sport of drag racing, and other damage to the NDRL or the sport of drag racing.
- In order to preserve the sport of drag racing, and to preserve the NDRL's ability to function and exist as a sanctioning body for drag racing, NDRL must and does rely on the foregoing covenant not to sue.
- The NDRL would be severely damaged by breach of the covenant not to sue set forth herein.
- There are many circumstances affecting the sport of drag racing, and factors that cannot be foreseen and accurately predicted by NDRL and each participant, actual damages to NDRL resulting from breach of the covenant not to sue would be impracticable and extremely difficult to determine.
- In the event of any breach of this covenant not to sue, the participant: a) May be subject to permanent or temporary suspension or exclusion from NDRL events; and b) Must pay all NDRL's attorneys' fees and costs related to the lawsuit, including but not limited to fees and costs for in-house counsel (payment must be made before participation, if eligible, in any NDRL event).

#### **4.5 Assumption of Risk:**

Drag racing is a dangerous sport that can result in serious injury or death. Participation in all aspects of the sport is voluntary. The ultimate responsibility for participant and vehicle safety lies with the participant, vehicle owner, driver and crew members. The participant agrees that by entering and participating in an event, the participant has had the opportunity to inspect the event site and acknowledges that the event site is safe and suitable for racing. The participant agrees that he or she will not participate in the event if he or she does not believe that the event site is safe and suitable for racing. The participant further agrees that by entering and participating in an event, the participant has had the opportunity to ascertain the staff and equipment on hand, including without limitation number and location of personnel and number and type of rescue equipment, and acknowledges that the staff and equipment are adequate and suitable for racing. The participant agrees that he or she will not participate in the event if he or she does not believe that the staff and equipment are safe and suitable for racing. The participant also acknowledges that by participating in the event, the participant may suffer bodily injury or death or loss or damage to property. The participant further acknowledges that the participant has voluntarily assumed the risk of bodily injury or death or loss or damage to property and waives any claims for bodily injury or death or loss or damage to property against the NDRL, its directors, officers, employees and agents, event officials, event sponsors, racetrack operators and other participants; discharges such persons and entities from responsibility for such losses; and covenants not to sue such persons and entities for bodily injury or death or loss or damage to property.

#### **4.6 Release and Waiver of Liability, Assumption of Risk, and Indemnity Agreement:**

All participants shall be required as a condition of participation to sign all required entry forms, including but not limited to such releases as shall be required by the NDRL and/or its insurers, consisting of the following or similar wording. Whether or not the participant signs such releases, the participant agrees to the terms set forth below and participant is hereby put on notice of such terms and makes such agreement either by receiving these Rules or by participating in the sport, or both.

In consideration of being permitted to compete, officiate, observe, work for, or participate in any way in the EVENT(S) or being permitted to enter for any purpose any RESTRICTED AREA (defined as the advance staging area, burn out area, competition area, shutdown area, staging lanes, return road area, and any other area within the barriers, fences and/or structures separating the general public from racing activities), EACH OF THE UNDERSIGNED, for himself/herself, his/her personal representatives, heirs, and next of kin.

- Acknowledges, agrees, and represents that he/she has or will immediately upon entering any such RESTRICTED AREAS, and will continuously thereafter, inspect the RESTRICTED AREAS which he/she enters and he/she further agrees and warrants that, if at any time, he/she is in or about RESTRICTED AREAS and he/she believes anything to be unsafe or unsatisfactory in anyway, he/she will immediately advise the officials of such and will leave the RESTRICTED AREAS and/or refuse to participate further in the EVENT(S).
- HEREBY RELEASES, WAIVES, DISCHARGES AND COVENANTS NOT TO SUE the promoters, participants, racing associations, sanctioning organizations or any affiliated entities thereof, track operators, track owners, officials, vehicle owners, builders and designers, drivers, crews, rescue personnel, and persons in any RESTRICTED AREA, promoters, sponsors, equipment and parts manufacturers and suppliers, advertisers, owners and lessees of premises used to conduct the EVENT(S), premises and event inspectors, surveyors, underwriters/brokers, consultants and others who give recommendations, directions, or instructions or engage in risk evaluation or loss control activities regarding the premises or EVENT(S) and for each of them, their directors, officers, All for the purposes herein referred to as "RELEASEES," FROM ALL LIABILITY TO THE UNDERSIGNED, his/her personal representatives, assigns, heirs, and next of kin, FOR ANY AND ALL LOSS OR DAMAGE, AND ANY CLAIM OR DEMANDS THEREFORE ON ACCOUNT OF INJURY TO THE PERSON OR PROPERTY OR RESULTING IN DEATH OF THE UNDERSIGNED ARISING OUT OF OR RELATED TO THE EVENT(S), WHETHER CAUSED BY NEGLIGENCE OF ANY RELEASEE(S) OR OTHERWISE.
- HEREBY AGREES TO INDEMNIFY AND SAVE AND HOLD HARMLESS the RELEASEES and each of them FROM ANY LOSS, LIABILITY, DAMAGE, FEES OR
- COSTS they may incur arising out of or related IN ANY MANNER TO MY ATTENDANCE AT OR PARTICIPATION IN THE EVENT(S), AND WHETHER CAUSED BY THE NEGLIGENCE OF ANY RELEASEE(S) OR OTHERWISE.
- HEREBY ASSUMES FULL RESPONSIBILITY FOR ANY RISK OF BODILY INJURY,
- DEATH OR PROPERTY DAMAGE arising out of or related to the EVENT(S) whether caused by the NEGLIGENCE OF ANY RELEASEE(S) OR OTHERWISE.
- HEREBY acknowledges that THE ACTIVITIES OF THE EVENT(S) ARE DANGEROUS and involve the risk of serious injury and/or death and/or property damage. Each of THE UNDERSIGNED also expressly acknowledges that INJURIES RECEIVED MAY BE COMPOUNDED OR INCREASED BY NEGLIGENT RESCUE OPERATIONS OR PROCEDURES OF THE RELEASEES.
- HEREBY agrees that this Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement extends to all acts of negligence by the RELEASEES, INCLUDING NEGLIGENT RESCUE OPERATIONS and is intended to be as broad and inclusive as is permitted by the laws of the Province or State in which the EVENT(S) is/are conducted and that if any portion thereof is held invalid, it is agreed that the balance shall, notwithstanding, continue in full legal force and effect.

I HAVE READ THIS RELEASE AND WAIVER OF LIABILITY, ASSUMPTION OF RISK AND INDEMNITY AGREEMENT, FULLY UNDERSTAND ITS TERMS, UNDERSTAND THAT I HAVE GIVEN UP SUBSTANTIAL RIGHTS BY SIGNING IT, AND HAVE SIGNED IT FREELY AND VOLUNTARILY WITHOUT ANY INDUCEMENT, ASSURANCE, OR GUARANTEE BEING MADE TO ME AND INTEND MY SIGNATURE TO BE A COMPLETE AND UNCONDITIONAL RELEASE OF ALL LIABILITY TO THE GREATEST EXTENT ALLOWED BY LAW. I FURTHER ACKNOWLEDGE THAT FAILURE TO WITNESS THIS FORM SHALL NOT AFFECT ITS VALIDITY.

**ANYTHING NOT COVERED IN THESE RULES WILL BE LEFT UP TO THE DISCRETION OF THE NDRL RACE DIRECTOR. Any disputes will be reviewed by the NDRL Board of Directors and their decision will be final.**