

If the rule is in BLACK text, then it is the same as 2017.

If the rule is in BLUE text, then it has been changed for 2018.

If any future revisions are made it will be in RED text.

All Motor

Class Designation: A/M

General Safety: All vehicles must conform with general IHRA safety rules.

Beam Tripper: A front beam tripper is permitted but can only extend 45° forward of the centerline of the front wheel.

Towing Rule: Car must be driven to the scale after each pass. Towing is permitted from the scale to the pit area on every pass. A broken car can be towed to the scales after a pass with tech supervision only.

Engine Coolant: Only water is permitted in the coolant system. Antifreeze or other additives are prohibited.

Fuel System: All cars must be equipped with a drain valve located on the return side of the fuel rail or regulator to facilitate the removal of fuel samples for fuel check purposes.

Hybrids: Import engines in Domestic bodies or Domestic engines in Import bodies are prohibited. All cars must be either Import bodied/powerd or Domestic bodied/powerd.

Crossover Rules: The crossover classes below run under their own set of class rules for their sanctioning body, and ignore the WCF All Motor rulebook totally. Every crossover car is 100% accountable for every rule in their rulebook, unless there is as an adjustment made in the table below. In some cases, a crossover class may need an adjustment to be slowed down or sped up to make parity with the WCF All Motor class.

Eligibility: Anyone can run under the crossover rules if you choose, even if you have not run the class before. However, if the car has ever competed in any of the classes below at that sanctioned event in the last two years then the car must run under the crossover rules, and will not be eligible to run under the WCF All Motor rulebook. If you have run more than one crossover class, then you may choose which crossover class that you want to run under. If there is any debate or question on the spirit of crossover eligibility, the event director/tech director will make the final decision on which rulebook the car must run under.

Body Component Exemption: In an effort to allow crossover cars to get to a lower minimum weight if the crossover rules allow you to run lighter than your normal weight, all crossover class racers can run any light weight body components even if your sanctioning body does not allow it.

Series	Class Name	Parity Adjustments
NMRA	Pure Street	<ul style="list-style-type: none"> • Pushrod Cars: Add 75 lbs. • Modular Cars: No Weight Adjustment
NMRA	Coyote Stock	<ul style="list-style-type: none"> • Gen 1 Coyote: Deduct 550 lbs. • Gen 2 Coyote: Deduct 500 lbs. • All Cars: Any fuel is permitted • All Cars: Any tune, throttle body, electrical water pump, and exhaust is permitted. • All Cars: Alternator may be removed
NMRA	Factory Stock	<ul style="list-style-type: none"> • All Cars: Deduct 700 lbs. • All Cars: 26" x 10.5" slick is permitted • All Cars: Any type front suspension is permitted • All Cars: Any fuel is permitted • All Cars: Any throttle body, intake, exhaust, and electrical water pump is permitted. • All Cars: Power steering may be removed • All Cars: Alternator may be removed • Pushrod and 4.6L Cars: Any intake is permitted • Coyote Cars: Any aftermarket plastic intake is permitted. Cobra Jet Intake: Add 25 lbs.
NMCA	Chevrolet Performance Stock	<ul style="list-style-type: none"> • All Cars: Deduct 425 lbs. • All Cars: Any fuel is permitted • All Cars: Any tune, throttle body, electrical water pump, and exhaust is permitted. • All Cars: Alternator may be removed