

If the rule is in BLACK text, then it is the same as 2025.

If the rule is in BLUE text, then it has been changed for 2026.

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

Class Designation: A/M

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

Engine Containment Device: Engine diaper with pigmat or catch pan device to capture oil and/or debris is mandatory. If a catch pan device is used, catch pan must have a minimum 2-inch-high lip on all sides. Lips must be covered or curved inward, so as to contain oil in pan. Catch pan must cover entire area below the engine. Catch pan must extend from radiator support to firewall and from frame rail to frame rail. In all cases, lips must be adequate enough to contain oil in the catch pan. Should a competitor spill excessive oil from the catch pan and debris onto the track, he or she may be disqualified from further competition at the sole and absolute discretion of the event director.

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.

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

Body: Must have an import body or a domestic sport compact body. Any year vehicle is allowed. Lightweight components are limited to hood, front fenders, decklid, hatches, sunroofs, wings, ground effects, bumpers, doors, and roof only. Aftermarket doors must be factory appearing. Quarter panels must remain steel. One-piece front ends are not permitted. No body parts may be removed during competition.

Chassis: All cars must retain complete stock chassis, floorboard, firewall, and frame rails. Frame rails may be modified in front of the strut tower. Notching of chassis for clearance is permitted. Aftermarket "K" members are permitted. All cars can remove spare tire wheel well and cover with sheet metal.

Suspension: All cars must utilize stock front and rear suspension mounts (suspension must be a direct bolt-in to factory location). Aftermarket front control arms, rear control arms, and sub-frame connectors are permitted. Aftermarket struts and shocks are permitted. Wheelie bars are prohibited on all cars.

Lights: Headlights and brake lights are required (one headlight may be removed for induction).

Windows: OEM glass or lexan windows are permitted. If you are using aftermarket doors or lexan windows, then a steel frame around the lexan window or a window latch is required.

Interior: Not required.

Transmission: Transmission must be from same manufacturer as engine. Non OEM or aftermarket transmission prohibited.

Clutch: The use of slider, adjustable, or slipper style clutch prohibited. Three discs maximum (any type of disk material is permitted). Clutch must be manually operated by driver's foot.

Shifter: Shifter must be H-pattern. Strain gauges are permitted. Air shifters are prohibited.

Fuel: See table below for approved fuels. VP-M1 cannot be modified in any way, and top lube cannot be added as it masks the fuel. You must use it the way they came from the fuel manufacturer. Nitromethane or any other oxygenates cannot be injected, sprayed, leaked, or find its way into the engine in any way. Any cheating in any way will result in the racer being permanently banned from the event and the public will be informed of which racer was cheating.

Oil: We will be taking oil samples from racers during the event in this class and sending them out to a lab for post event testing. Drivers must claim which oil they are using in their engine, and you must use it the way it came from the oil manufacturer. Nitromethane or any other oxygenates that aid in combustion are prohibited in engine oil. If a racer's oil is found to be illegal in post event lab testing, then the racer will be permanently banned from the event and the public will be informed of which racer was cheating.

Fuel System: Electric or mechanical fuel pumps are permitted. Only 1 fuel system is permitted and fuel cell and entire fuel system including all fuel lines must be visible and mounted under the hood. All cars that require a fuel check must be equipped with 2 fuel sample valves (1 on the fuel rail inlet and 1 on the fuel rail outlet).

Oiling System: Dry sump oil system or external oil pumps prohibited.

Engine: Engine must be of import origin or domestic sport compact origin. Any internal engine modifications are permitted. Engine swaps (e.g., B series with B series) permitted; however OEM mounting points must be utilized.

Engine swap (e.g., B series to a K series) permitted provided engine swap kits are commercially available and approved in advance. Engine must be from same manufacturer as body. Engine must be overhead cam, production based design. Engine must be in stock, transverse configuration. External electric water pumps are allowed.

Vacuum Pump: Vacuum pumps are permitted.

Power Adders: Turbochargers, Superchargers, and Nitrous Oxide are prohibited. All nitrous bottles and solenoids must be removed from car and nitrous nozzles must be capped.

Induction: Any style intake is permitted. Individual throttle bodies are permitted. EFI or carburetors are permitted.

Wheels: Maximum width size is 10 inches. Spindle mounts are permitted.

Tires: All tires are checked by sidewall designation. See size restrictions below:

FWD: Maximum size slick or DOT bias ply tire is 25.0" x 9.5"

Engine	Driveline	Manufacturer	Series Motor	Displacement	Approved Fuels	Car & Driver Minimum Weight
4-cylinder	FWD	Honda / Acura	K or F2K	99.9 mm crank	VP-M1 only	1800 lbs.
4-cylinder	FWD	Honda / Acura	K or F2K	102.9 mm crank	VP-M1 only	1825 lbs.
4-cylinder	FWD	Honda / Acura	K or F2K	106.9 mm crank (2.7 liter max)	VP-M1 only	1900 lbs.
4-cylinder	FWD	Honda / Acura	B	2.7 liter max	VP-M1 only	1650 lbs.
4-cylinder	FWD	Honda / Acura	H or H2B	2.5 liter max	VP-M1 only	1700 lbs.
4-cylinder	FWD	Honda / Acura	H or H2B	2.7 liter max	VP-M1 only	1800 lbs.
6-cylinder	FWD	Honda / Acura	J	3.7 liter max	VP-M1 only	2100 lbs.
4-cylinder	FWD	VW	2.0	No Restrictions	VP-M1 only	1800 lbs.
6-cylinder	FWD	VW	VR6	No Restrictions	VP-M1 only	1875 lbs.
4-cylinder	FWD	Nissan	SR20	No Restrictions	VP-M1 only	1800 lbs.
6-cylinder	FWD	Any	Any	3.7 liter max	VP-M1 only	2100 lbs.