



# 2024 **RULEBOOK**

## INDEX 1/4 MILE 0.25 SEC INCREMENTS

8.75  
9.00  
9.25  
9.50  
9.75  
10.00  
10.25  
10.50  
10.75  
11.00

## INDEX 1/8 MILE 0.10 SEC INCREMENTS

5.50	6.60
5.60	6.70
5.70	6.80
5.80	6.90
5.90	7.00
6.00	
6.10	
6.20	
6.30	
6.40	
6.50	

## Class Description - AFX FACTORY EXPERIMENTAL/NOSTALGIA SUPER STOCK

Factory Experimental / Nostalgia Super Stock is an index-style 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. 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. Sandbagging, excessive braking near the finish line or excessive mph for a given e.t. is subject to result in a disqualification. AFX is an all run field, with the exception of CHRR and will compete on a ladder that is dependant on event. The class will qualify by quickest elapsed time. All qualifiers in AFX must have a valid elapsed time recorded to be placed into eliminator competition. Please see rulebook section 5 for more details on the eliminator.

.400 Pro Tree, Handicap Start.

All cars must pass NHRA tech inspection IN ADDITION to ANW inspection



# 1. BODY TYPE

## ELIGIBLE YEAR MODELS AND BODY STYLES

- 1.1 All cars must be approved by ANW operations committee.
- 1.2 We cater to the sixties (60-69) vintage full body race cars.
- 1.3 Any period correct car may be admitted with approval by the ANW operations committee. All approvals will be reviewed on an annual basis.
- 1.4 All cars must have graphics that are nostalgia specific for sixties vintage race cars. The graphics must also include a car name unique to that car.
- 1.5 All cars must appear like sixties vintage race cars. Any Hood scoops must be period correct, No pro stock hood scoops or lead sleds or rear wings etc. No exceptions!!!
- 1.6 Models Listed Only Accepted In 2 Door Configuration unless otherwise specified.
- 1.7 All Vehicles Listed With Big Block Only Unless Otherwise Specified.
- 1.8 The following is a list of cars/engines, which are allowed to compete in the AFX/Nostalgia Super Stock class. You may petition to have vehicles added with historical precedence. :

## GM

- Chevrolet Biscayne, Impala, Belair: 1960-64; big block 348 & 409s, Z11 427, 396-454
- Chevrolet Chevelle: 1964 – 1966; big block 396-454
- Chevrolet Chevy II: 1966; big block 396-454
- Pontiac Catalina: 1960-64; big block 389-455
- Pontiac Grand Prix, Ventura: 1960-64; big block 389-455
- Pontiac Tempest/GTO: 1963-67; big block 389-455
- Buick Skylark/GS: 1964-69; big block 400-401-455
- Oldsmobile Cutlass/442: 1964-69; big block 400-455



1961 pontiac catalina



1961 chevy impala



1965 buick gs



1964 chevy chevelle



1966 chevy II



1968 olds 442



# FORD

- Ford Fairlane, Starliner, Galaxie: 1960-61; big block 390-427, 460
- Ford Galaxie: 1962-65; big block 390-427, 429-460
- Ford Thunderbolt: 1964; big block 427, 429-460
- Ford Mustang: 1965-66 FASTBACK ONLY; big block only FE 427
- Ford Fairlane: 1963-67; big block 390, 427
- Ford Fairlane: 1966-67; small block 351W
- Ford Falcon: 1964-65; big block only FE 427
- Mercury Comet/Cyclone: 1963-67; big block 390, 427
- Mercury Comet/Cyclone: 1964-65; small block 289



1964 ford falcon



1967 ford fairlane



1965 ford galaxie



1964 mercury comet



1965 ford fastback mustang

# MOPAR

- Plymouth Savoy: 1962-65; big block 383-440
- Plymouth Fury: 1962-64; big block 383-440
- Plymouth Belvedere: 1962-67; big block 383-440
- Plymouth Satellite: 1965-69; big block 383-440
- Plymouth GTX: 1967-69; big block 383-440
- Plymouth Road Runner: 1968-69; big block 383-440
- Plymouth Barracuda: 1967-69; big block 383-440
- Dodge Dart: 1960-62; big block 383-440
- Dodge 330, 440, Polara: 1963-64; big block 383-440



## MOPAR (cont)

- Dodge Coronet: 1965-69; big block 383-440
- Dodge Charger: 1966-69; big block 383-440
- Dodge Dart: 1967-69; big block 383-440



1964 plymouth savoy



1968 dodge dart



1967 dodge charger



1968 plymouth barracuda



1967 plymouth gtx



1968 dodge coronet

## AWB

ALTERED WHEELBASE ONLY ALLOWED ON 63-66 CARS LISTED AS ELIGIBLE BODY STYLES



1965 plymouth belvedere AWB



1964 ford thunderbolt AWB



1966 dodge charger AWB

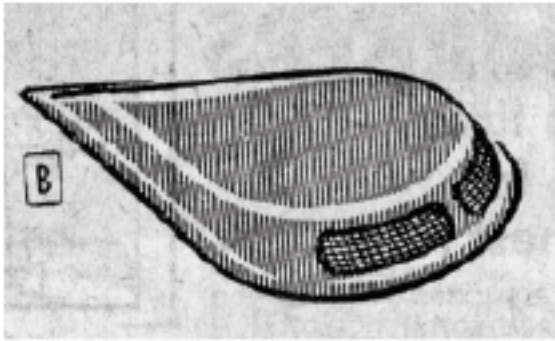


1964 chevy chevelle AWB

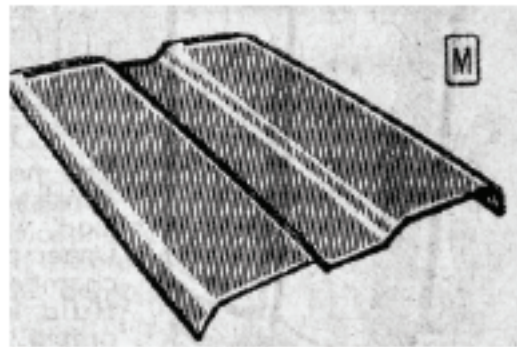


# SCOOPS

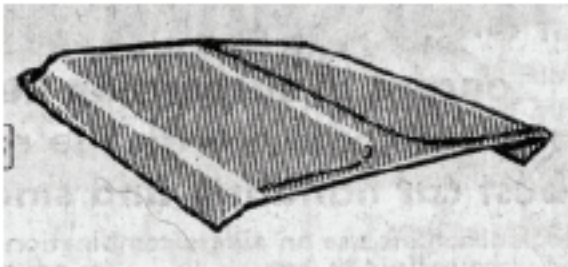
- 1.9 Only the following scoops are deemed correct and acceptable unless factory equipped otherwise.
- 1.10 Maximum 1 scoop per vehicle unless factory equipped otherwise. maximum height 5"
- 1.11 Cowl Induction Type Hoods Are Not Accepted.



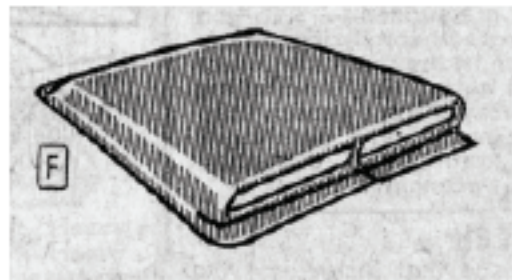
"THUNDERBOLT" 61-65 FORD ONLY



"MAX WEDGE" 62-65 MOPAR ONLY



"HEMI CUDA" 67-69 DART BARRACUDA ONLY



"SIX PACK" 69 MOPAR B BODY ONLY



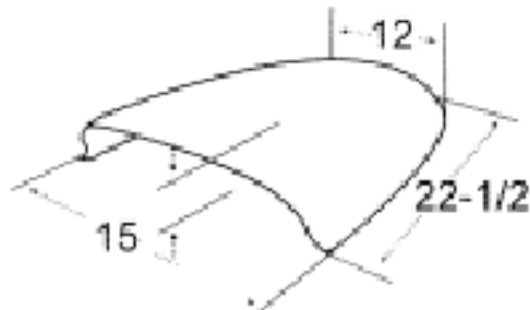
"HEMI" 62-67 MOPAR ONLY



"FAIRLANE" 66-67 FORD ONLY



63-65 COMET / CYCLONE ONLY



ALL GM



# RIDE HEIGHT

- 1.12 All Vehicles Must Present A Standard To Above Normal Ride Height. No Lowered Vehicles
- 1.13 Minimum Height For Any Part Of Body At Rear Of Front Fender Where Fender Meets Door Is 5" with vehicle in static position.



## 2. ENGINE

- 2.1 All cars must run same manufacturers engine.
- 2.2 Engine must be classified in "Eligible body styles" list to be approved
- 2.3 No power adders.
- 2.4 Mechanical fuel injection OK.
- 2.5 Carburetor is unlimited.
- 2.6 No adjustable after market throttle stops, this includes barrel and blades type devices.

## 3. CHASSIS

- 3.1 No tube chassis cars, back half OK.
- 3.2 Certain channel frame cars may be allowed to run if approved by the competition committee. These cars must present the appearance of a sixties vintage race cars. If your car is approved to compete, that approval will be based on a year to year basis.
- 3.3 All cars must meet weight minimum of 3000 lbs including driver.
- 3.4 TIRES. Street type or drag slick tires permitted. Maximum rear tire designation of 15x33-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.

## 4. ELECTRONICS

- 4.1 No driving aid electronics (crossover, delay boxes). Trans brake permitted.
- 4.2 2-3 Step Type Rev limiter Permitted, NO rev limiter allowed to be used in any way that effects Elapsed Time once vehicle leaves starting line.
- 4.3 No electronic / pneumatic throttle stops.
- 4.4 Digital ignition permitted. Use of digital ignition to control elapsed time prohibited.
- 4.5 Data acquisition system permitted. Use of system to control elapsed time prohibited.
- 4.5 Laptops prohibited in vehicle.
- 4.6 MSD Grid OK / Traction aids or devices using RPM Acceleration (slew rate) including but not limited to ARC Module are prohibited.**



## 5. ELIMINATIONS

- 5.1 Car with fastest qualifying time gets first round bye if odd number of cars qualify.
- 5.2 Closest to dial in in previous round gets lane choice. First round lane choice to be determined by coin flip.
- 5.3 If during eliminations and prior to money rounds you break and can't make your run, the car that you beat in prior round can take your spot in eliminations. If the replacement car finishes in the money he/she will be required to split the money 50/50 with the car he/she replaced.
- 5.4 Elimination ladders will be set up by Manufacturer matchups not sportsman and/or pro. Matchups will be determined by closest to dial ins as possible. (Example: Chevy vs Ford, Mopar vs Chevy, AMC vs Chevy etc.)

## 6. ADMINISTRATIVE

- 6.1 Drivers meeting (required) prior to each race day approx 8:30am.
- 6.2 All competitors must belong to the ANW organization. Non members may run a maximum of 1 time on a trial basis if approved by the competition committee.
- 6.3 Any ANW member may make recommendations for rule changes. Constructive criticism is recommended. All final decisions will be controlled by operations officers.