

NO TIME KINGS TECH RULES 2025

As of Jan 1, 2025

PARTICIPANTS ARE REQUIRED TO REVIEW, UNDERSTAND AND AGREE TO THESE RULES PRIOR TO PARTICIPATING IN THE PROGRAM. PLEASE READ TECH GUIDELINES THOROUGHLY BEFORE SIGNING AND RETURNING.

These Tournament Rules are subject to change, with or without notice. In the event of a change, new rules will be distributed prior to the start of the next event.

I. VEHICLE GUIDELINES

1. Rules Review: There will be a close eye on performances at every event, if we see a combo that has a distinct advantage we will review those performances. Adjustments may be made to maintain parity as needed.
2. Body:
 - a. All entries must maintain the factory wheelbase, plus or minus (+ or -) 3 inches maximum, and an overall OEM factory style and external/outwardly appearance of year, make, and model being represented. Any modifications that change the external appearance of the vehicle must be approved before they will be allowed to compete.
 - b. Aftermarket and modified front ends are permitted but must maintain an overall factory style, appearance, and proportions, of year, make, and model being represented. Front ends may be extended no more than 3 inches behind the spindle and/or 2 inches in front of the spindle to achieve up to a maximum 47" overhang measured from center of the front spindle to front edge of the bumper or valence.
 - c. An extended beam-tripper is permitted and can achieve a maximum 47" overhang measured from center of the front spindle to front edge of the beam-tripper. Beam-tripper must maintain 3" minimum ground clearance.
 - d. Model and year specific composite bodies (Corvette) and OEM composite roof panel (4th Gen Camaro/Firebird) permitted for the vehicle being represented.
 - e. Vehicles must have full steel roof, full steel quarters, and OEM Factory VIN tag affixed as close as possible to the factory location. Steel panel overlays of any kind are prohibited.
 - f. Rear Spoiler or Wing:
 - i. The maximum length of wing deck is 20 inches measured from the center of the trailing edge of the original deck lid location to the trailing edge of the center of the wing.
 - ii. The leading edge of the wing deck may not extend towards the rear window more than one third of the original deck lid length.
 - iii. The maximum wicker bill height is 2 inches at any point along the trailing edge of the wing. Any positive wing angle is considered for 2" maximum wicker height. No additional wicker or air directional devices above the wing surface anywhere on car, unless factory. Turbo Entries may run up to 3 inches wicker bill.
 - iv. The maximum sill plate size is 27 inches long, 8 inches tall, and only a maximum of 2 inches in height may extend above the wing deck surface. vii. Before proceeding

with any builds or changes that do not fit within the Tech Guidelines, racer should submit proposed changes to NTK Rules Committee for approval.

3. General vehicle guidelines:

- a. Prior to being used on any participant's Outlaw vehicle in any event, components that are in development or are 'new to market' after the start of the first event of the season must be approved by Tech Inspector and must be available for order and delivery to any other participant within the same time frame or better.
- b. At each event, the two cars running in the final race of the Friday and Saturday Outlaw events and 10 additional racers (5 on Friday and 5 on Saturday) may be selected by random draw to undergo additional tech inspection.
- c. Any vehicle that makes substantial performance gains from one event to the next may be subject to additional tech inspection.
- d. Tech Director may call for random tech draw before any round of racing.
- e. The use of dual power adders is prohibited. v. Vehicles must be able to pass IHRA/NHRA Advanced E.T. tech for the weight and speed that each vehicle is capable of running.
- f. All vehicles must have a neutral safety switch in working order.
- g. All vehicles must have two working taillights and must have them on after sundown.
- h. Front / side exit style headers must have turn ups or be directed away from starting line sensors.

4. Weight Limitations/Specifications: All vehicles' weights must conform to the following criteria:

NOTE: any spec variance that places a vehicle into a different weight class will cause that vehicle to be placed into that class. In any dispute, measured specs will take precedence over manufactures stated or participant claimed specification.

| Engine | Power Adder | Base Weight |
|-------------------|---------------------------------------|-------------|
| Small Block | Naturally Aspirated | Unlimited |
| Big Block | Naturally Aspirated | Unlimited |
| Big Block | Nitrous(4.840" bore space or smaller) | 2350 |
| Big Block | Nitrous(4.841" to 5.00" bore space) | 2400 |
| Big Block | Nitrous(5.01" bore space or greater) | 2500 |
| 6cyl Prod Engine* | Single Turbo-143mm | 2350 |
| Small Block | Single Turbo-143mm | 2350 |
| Small Block | Twin Turbo- Up to 88mm | 2400 |
| Small Block | Twin Turbo- 89mm to 94mm | 2500 |
| Small Block | Twin Turbo- 95-98mm(98mm Max) | 2550 |
| Small Block | Centrifugal | 2450 |
| Big Block | Centrifugal up to 121mm | 2600 |
| Big Block | Centrifugal F4X-136 | 2700 |
| Big Block | Centrifugal 137mm to 140mm | 2750 |
| Big Block | Twin Turbo- 98mm Max | 2725 |
| Big Block | Single Turbo- 143mm Max | 2725 |

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|-------------|----------------------------|------|
| Small Block | Roots Blower | 2450 |
| Big Block | Roots Blower | 2550 |
| Small Block | Screw 82% max overdrive | 2700 |
| Big Block | Screw 92% max overdrive | 2750 |
| Big Block | Screw 98% max overdrive | 2775 |
| Big Block | Screw D-Rotor UNLIMITED OD | 2750 |

5. General Weight Additions / Deductions:

- a. All cars participating must be weighed at least once during each event in which they compete.
- b. Vehicles from 1979 or before may deduct 25 lbs.
- c. Big Block combinations utilizing OEM based block with OEM head bolt pattern, main bolt configuration, and OEM bore space (4.84 Chevy, 4.900 Ford, and 4.800 Chrysler or smaller may deduct 100 lbs.
- d. All small block entries 440ci and smaller (non-hemi) with an OEM bore space (4.400 Chevy, 4.380 Ford, and 4.460 Chrysler or smaller bore space) may deduct 100 lbs. from their original base weight.
- e. Any combination with cast block and cast heads may deduct 100 lbs. from their original base weight.
- f. Any supercharged or turbocharged combination with Lock Up convertor or transmission or a lock-up style bell housing must add 50 lbs.
- g. Cubic inch claims may be verified by P & G method. If P & G method fails to verify the cubic inch claim, the head may be removed, and engine displacement verified by bore and stroke method of measurement.
- h. Vehicles running 34.5-inch tires or smaller may deduct 50 lbs.
- i. Any billet boosted engine between 527 and 566ci must add 25 lbs.
- j. Any billet boosted engine between 567 and 585ci must add 50 lbs.
- k. Vehicles running transmissions with 4 or 5 gears must add 25 lbs.
- l. Vehicles running transmissions with 6 or 7 gears must add 50 lbs.
- m. Any vehicle running a billet centrifugal supercharger must add 50 lbs.

6. Small Block Engine:

- a. All entries using a small block engine have a maximum cubic inch size of 500 cubic inches.
- b. All engines 501 cubic inches and above will follow big block minimum weights.
- c. No weight added for 4.500 bore space and smaller.
- d. Small block engines with 4.501 to 4.600 bore space add 100 lbs.
- e. Maximum permitted bore space is 4.600 inches for all non-OEM small blocks.
- f. The maximum permitted deck height is 10.200 inches for all non-OEM small blocks.
- g. AMC and Pontiac engines with OEM port layout, OEM deck height and OEM bore space can be considered small block when 500 CID or less.

7. Big Block Boosted Engine: Engine cannot be larger than 585 cubic inches.

8. Big Block Nitrous Engine: Engine cannot be larger than 965 cubic inches.

9. Tire and Rim Size: Maximum tire diameter is 36 inches. Rims cannot be larger than 16in x 20in wide.
 - a. Tire size must be labeled properly and within standard measurement of that size.
 - b. Tire size measurement takes precedence over markings.
10. Oil Retention Device: Every vehicle must have a properly sized oil retention device in working order prior to entering the waterbox.
11. Turbocharger: Twin Turbochargers are allowed a maximum impeller inducer of 98mm/3.858 inches. Single turbocharged entries are limited to 118mm inducer. Compressor wheel/impeller must only be constructed of cast or billet aluminum. Turbine wheels are only allowed to be constructed from Inconel material. Turbocharger is permitted a fresh air source from either the front bumper or grille area of the vehicle. All Turbochargers must meet SFI spec 61.1. Turbocharger size will be verified by one or both of the following methods:
 - a. By measuring the housing bore at the leading edge of the impeller wheel. The maximum diameter of the housing bore at the leading edge of the impeller wheel may not exceed 2 mm more than the maximum allowable turbocharger size permitted in this class.
 - b. By measuring the impeller inducer wheel where the leading edge of the inducer wheel meets the housing.
12. Centrifugal Super Charger: All Centrifugal Super Chargers will conform to manufacturers specifications No modifications or deviations will be allowed.
13. Water, Methanol or Substance Injection: The use of water, methanol or substance injection or otherwise introduced to the airstream on any boosted vehicle is prohibited.
14. Any use of injector or nozzle forward of the intake plenum or throttle body is prohibited.
15. Nitrous plates, bottles, solenoids, or lines are prohibited on any vehicle unless nitrous is the sole power adder.
16. Nitrous:
 - a. Nitrous bottles must be securely mounted (no ratchet straps or bungee cords, etc.)
 - b. Nitrous bottles must be vented with a pop off to outside of the vehicle.
 - c. The use of external flame type device for heating of bottles is prohibited.
 - d. Any use of nitrous in non-nitrous combinations is prohibited. (e.g.: shifter, waste gates, parachute systems, etc.)
17. Intercoolers:
 - a. Intercoolers are only allowed on centrifugal and turbocharged entries.
 - b. Air-to-Air or Air-to-Water intercoolers are the only intercoolers permitted for gasoline powered entries.
 - c. Air, water, and ice are the only allowed substances in the intercoolers or the intercooler reservoirs.
18. Fuel:
 - a. M1-Methanol and race gas are permitted.
 - b. Any use of M3, M5, nitromethane, polypropylene, and/or hydrazine are prohibited.
 - c. Methanol must be pure U.S. federal grades A or AA without the addition of additives, masking agents or any other substances.

- d. NTK Tech Team reserves the right to check fuel at any time. Failure to pass fuel check is grounds for disqualification from the event.
- 19. Drivetrain: Any transmission, torque convertor, and clutch permitted. Direct drives are prohibited. Driveshaft meeting SFI 43.1 spec is required.
- 20. Chassis:
 - a. All vehicles must have a chassis that meets the guidelines set by SFI for their respective speed and elapsed time potential.
 - b. A valid IHRA/NHRA serialized chassis certification sticker is mandatory at an IHRA/NHRA Member Track. IHRA/NHRA competition license and chassis cert are accepted at ALL event locations.
- 21. Ground Clearance: Minimum ground clearance is 3" from the leading edge of the car to the front spindle, and 2" from the spindle to the centerline of the rear axle.
- 22. Ballast: Any ballast or other additions to the vehicle to make weight or for any other reason must be securely mounted (no ratchet straps, bungee cords, etc.) to the frame or chassis of the vehicle.
- 23. Starter: All entries must be self-starting from inside the vehicle.
- 24. Master Cut-off Switch: An operable and clearly designated external master cut-off switch at the rear of the vehicle is mandatory.
- 25. Tow Vehicles: The use of tow or push vehicles is permitted.

II. DRIVER AND CREW GUIDELINES

- 1. Driver Credentials: A valid state or government issued driver's license beyond a learner's permit is mandatory for Racers with vehicles running 6.40 seconds in the 1/8 mile or slower. A valid IHRA/NHRA competition license is mandatory for Racers with vehicles with running 6.39 seconds in the 1/8 or quicker.
- 2. Participants are encouraged to be in the starting line area when not racing.
- 3. Crew Members:
 - a. Each crew member must have the proper starting line credentials to be allowed on the starting line. (e.g., official crew wristband)
 - b. Race crews may have a maximum of five (5) people on the starting line for each car competing in that race.
 - c. Only one (1) crew member may record video of a vehicle's pass from the starting line area. The crew member must be identified and credentialed before the start of racing.
 - d. Crew members may only be on the line for the team they are supporting
 - e. Once a team's car has finished the race crew members must leave the starting line area.
- 4. Testing and Appearances: Are not only allowed but encouraged prior to any event, but cannot be tested at the host event track the week of the event. Weekend prior is fine.
- 5. IHRA/NHRA Note: It is the Participant's responsibility to familiarize themselves with the No Time Kings class requirements as well as all IHRA/NHRA safety requirements and general regulations. The Participant agrees they bear the ultimate responsibility when it comes to safety and how the Participant and the vehicle comply with the IHRA/NHRA rule book. The Participant also agrees that no one else other than the Participant is in the best position to know about how their vehicle has been constructed and how to safely operate it.

6. NOTE: Failure to adhere to the guidelines in this Section III (Driver and Crew Guidelines) may result in a loss of series points, disqualification from the Event, Tournament, or other penalties.

Signature:_____

“Participant” Name:_____

Vehicle Name:_____

List All Prior Names, Aliases, Professional Stage Names, Etc.
