

NO CLOCK STREET 2026



Rules & Procedures

MIR'S NO TIME SERIES EXCLUSIVELY FOR STREET LEGAL VEHICLES



Rule changes from last season are in RED text.

CLASS DESCRIPTION: This is a No Time, Heads Up, Instant GREEN, shootout, ran on the 1/8th mile, for points. This class is exclusively for street legal vehicles which must be able to possibly "Hot Lap/Round Robin".

SHOOTOUT: All shootout competitors must meet all the rules stated.

After shakedown runs the vehicles will be separated into 3 classes. Since this is a N/T event, the tower will identify the "Elite 8" and "All Star" cars for that night. No times will be posted or disclosed and only the tower will have this data. The remaining vehicles not identified as "Elite 8" or "All Star" will be run in a separate bracket called the "B Field".

The Elite 8 and All Star classes will be paired randomly in the staging lanes using a "chip draw" method, where drivers will draw for their pairings. Before drawings start for the 1st round, drivers in their respective brackets may call each other out and if the challenges are accepted, they will be left out of the drawing. Call-outs are ONLY for 1st round and pairings will use the normal method after thereafter. Drivers will have 5 minutes from "last call for chip draw" to get their cars to the lanes. It WILL be on a timer and if the timer expires they will be DQ for the evening.

The Elite 8, All Star and B Field will compete for points and a winner for each race night. Drivers qualifying for the Elite 8 and All Star fields will receive a 10 point bonus for that race event. Each race will have drivers compete for a single winner in each bracket.

Crossing the centerline, hitting a cone, hitting the wall or a red light will all be considered a loss. No Clock Street will use the "First is Worst" rule if there are infractions by both drivers during the pass.

ALL cars must be driven to the staging lanes and from the end of the run to the pits. Towing from end of run to the pits or to staging lanes from pits is grounds for disqualification, excluding break downs. Break downs will be verified. If you break after crossing the scales, it will be verified and you will have 1 opportunity to tow back to the pits for repairs. If you break a 2nd time it will be considered a loss. If you break during a run and cannot complete the pass, including the burnout, it will be considered a loss. Only the driver who has been tech'd in with the car is allowed to drive the car to the staging lanes during chip draw.

Drivers may ONLY use the car they entered round 1 in UNLESS the race is unfinished and is carried over to another date. If the race is finished on a new date, the driver may tech in ANY car of their choosing to compete, but that car must then be used to complete the remainder of the race ON THAT DATE.

SAFETY: Must pass MIR Safety tech for ET and Speed based on 1/8th mile standards.

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FUEL: Boosted and Nitrous applications may run pump gas fuels and Ethanol only. Alcohol based fuel (M1) is prohibited.

***Naturally Aspirated engines may run ANY fuel. ***

If protested, fuel can and will be checked during the event. If a fuel is in question, someone may notify the race director and the director will immediately pull a fuel sample directly from the fuel cell. Fuel verification takes roughly 5 minutes and the race director will make a determination when the sample is tested. If a banned fuel is determined to be used, the racer will forfeit their points and will be banned from running for the remainder of the season.

BODY RULES: OEM steel (fiberglass/composite if OEM equipped/option) body shell required. Firewall must be in the stock location. The only permitted lightweight components are hood, bumpers, operational deck lid and/or hatch. Forward facing scoops are allowed but must be no taller than 4 inches from the hood at the opening of the scoop. All OEM style scoops are allowed. All OEM safety glass windows or Optic Armor (NO Lexan) required and must be functional unless in pickup application for rear down bars on roll cage. Side panel windows, 1/4 windows, "A" pillar windows, etc., may be made of aftermarket materials.

INTERIOR: Stock appearing dash and finished interior mandatory including front seats for driver and passenger, carpet throughout as well as door panels (To the "B" pillar). Both seats must be usable (Nothing mounted or occupying the passenger seat) and upholstered (can be just a seat cover).

CHASSIS & SUSPENSION CHASSIS/FRAME: Full tube-type chassis vehicles prohibited.

FRONT SUSPENSION: Stock-type front suspension or stock bolt-in-type replacement front suspension required. Tubular front suspension components permitted. OEM Type Coil-over shocks/struts are permitted. Tubular bolt-in front K-members and A-arm kits are permitted. Aftermarket tubular front clips permitted

REAR SUSPENSION: All rear suspension types including back half permitted.

STREET EQUIPMENT: To compete, all vehicles and/or drivers are required the following:

1. Valid driver's license
2. Valid vehicle registration
3. Valid license plate(s). Dealer plates prohibited. Temp plates permitted for new vehicles.
4. Factory VIN plate must be visible in stock location
5. Vehicle must have operational street equipment including: working headlights, taillights, brake lights, windows, radiator and alternator.

EXHAUST SYSTEM: An Exhaust system with mufflers is required, except turbo cars (turbo is the muffler). Fender/bumper/hood exits allowed but cannot protrude more than 4 inches. Bullhorns and "Zoomies" are prohibited

ENGINE: All factory engines or small block motors allowed. Big Block combinations are allowed in naturally aspirated trim and Nitrous trim (abiding by assigned rule set for BB NOS).

POWER ADDERS: V8 & Up – Single power adders are permitted (Single power adder examples: single or multiple turbos, single or multiple stages of nitrous. You can NOT mix power adders example: single turbo & nitrous, multiple turbos & nitrous are not permitted) Vehicles running multiple turbos are limited to 76mm. Vehicles running a single turbo are limited to 98mm. No limit on blower size.

Vehicles running engines smaller than V8 may use any power adder and/or combination. Stacking is permitted.

Big Block is allowed multiple stages of nitrous on conventional head, cast intake one carb or t/b. Minimum weight 2900lbs.

TRANSMISSION: Any OEM production style manual or automatic transmission is permitted. Aftermarket "clutchless" or "planetary" transmission such as "Lenko" transmissions prohibited. Air or Electric shifters are allowed. "Lockup" style converters are prohibited unless factory equipped.

TIRES – FRONT & REAR: 275 tire on 15" Tall/Diameter rim or smaller. 28x10.5 Pro-Bracket Radials are permitted. 315 tire on rims 16" Tall/Diameter & over. Drag Radial tires only. NO SLICKS. Front wheel drive vehicles and stick shift vehicles can run drag slicks.

WHEELS: Spindle-mount front wheels prohibited. 3 vehicles have been identified to "review" this rule and have been hand selected. These spindle mount vehicles will comply with ALL NCS rules and engine combinations. These 3 will also add 50lbs to their weight class/engine combo.

****MINIMUM WEIGHTS****

- N/A – No minimum
- Turbo – 3000 Lbs.
- Small Block N2O – 2600 Lbs
- Supercharged/Procharged - 3000
- Big Block N2O - 2900lbs
- No minimum for anything smaller than V8

PROTEST: If you feel a driver/vehicle has not met the rules required to race, a \$100 protest fee can be submitted to the race director. The race director will verify the rule being protested and make a decision. If the protester is correct they may keep the \$100 protest fee. If they are incorrect, the driver being protested will receive the \$100 fee.

All drivers have access to posted rules. By entering No Clock Street all drivers agree to abide by the posted rules. If a driver is observed breaking the rules with intent, they will be disqualified from running the series for the remainder of the season.

Points System: Points members will receive 20 points once their car is teched in and they have run first round (the purchase of a tech card without the car present to receive the 20 attendance points is prohibited).

An additional 10 point bonus will be awarded to racers qualifying for the Elite 8 and All Star Fields during race night.

Thereafter, each round won will grant 10 additional points, and a bonus of 1 point for class win. In a 6-round race, for example, 1st round losers receive 20 points, 2nd round losers 30 points, 3rd round losers 40 points, 4th round losers 50 points, 5th round losers 60 points, runner-up 70 points and winner 81 points. In the event of breakage prior to first round, you can receive a credit (no points will be earned). You may also waive the credit and receive 20 points. If you cannot run and wish to receive the 20 breakage points, you must notify Race Control before the tower closes that night. Although points "follow" the driver, points are tracked in the tower by car number; therefore, you must run the same car number each race to accrue points.

At the completion of the season, the driver who has accumulated the most points will be crowned the NCS List champion and will be presented with any money donated by sponsors.

Tie Breakers: To eliminate the need for runoffs between racers that are tied in the final points, tie breakers will be used to determine higher position. This system will ensure that the class has a definitive Top 10 with no ties in points at the end of the year. When tie breakers are used, any drivers tied will be sorted in tie-breaker order, and those drivers will have a "TB" listed after their points.

OFFICIAL TIE BREAKER ORDER

1st - Driver with the MOST POINTS RACES WON during the current season

2nd - Driver with the MOST POINTS RACE RUNNER-UPS during the current season

3rd - Driver with the MOST SEMI-FINAL ROUND APPEARANCES in points races during the current season

4th - Driver who PLACED HIGHER POSITION IN REGULAR SEASON POINTS during the previous season

Note: This set of class rules is presented to all competitors under the assumption that any modifications not specifically written within these rules shall be deemed illegal unless the competitor has the expressed consent from the Race Director.

Event Director Decisions: Every effort has been made by MIR to promote fair and honest racing for all participants. Event Director may waive, amend, or modify any rule at any time for any single occurrence, for any good cause to maintain the spirit of the program. The Event Director's decision is final and entry in the competition is acknowledgment that the participant accepts this ruling without recourse.