

## **2026 Rocko's Diner Limited Street Rules**

All steel car (except those originally manufactured in fiberglass, i.e., Corvette) must retain its original appearance, profiles and must include all body parts while competing with a hood, bumpers etc during all elimination rounds

Any & All ET Extenders (duck bills, pecker extenders will not be allowed)

Composite Hood and Deck Lid Permitted

Front Bumpers can be composite. Outlaw bumpers are accepted . Non OEM bumper openings are Not Permitted on OEM style bumpers

Composite rear bumpers allowed, truck can use a composite roll pan

No forward facing turbo or blower inlets as "ram air" ducting to funnel air to the inlet

Turbo can be mounted in any position

Must Retain Factory floors can be notched and patched for roll cage, Must retain factory unaltered firewall, in original location. A cosmetic overlay is permitted

All Windows must be OEM glass and driver's door window must be fully operational (Trucks only may use Lexan Rear Window to allow Roll Cage to exit the cab)

### **FRONT SUSPENSION:**

All Factory type front suspension only. Coil over shocks are allowed. Aftermarket replacement control arms are allowed. Aftermarket K-Members/Commercially available sub-Frames allowed. (Must have prior approval from tech) Strut towers must be in factory location with factory sheet metal attaching factory frame rail to top of strut tower, can be notched, windowed, or trimmed for header clearance but must maintain factory sheet-metal attachment. Full frame and Pre-1978 and Older Vehicles: The use of aftermarket weld in/ bolt-on front suspension kits for engine fitment is permitted. Factory strut/shock towers are optional in pre-1978 vehicles using an aftermarket bolt-on front suspension kit.

### **K-MEMBER:**

Aftermarket factory-replacement-type K-member permitted but must attach to the chassis using only the original factory OEM-type mounting bolts.

**REAR SUSPENSION:**

Factory Style Rear Suspension for make and model of vehicle entered Rear coil overs permitted

Pre 1977 IRS vehicles can be converted to leaf spring style suspension, Cal trac style traction aid will be allowed along with sliders, OEM/ mono/ split mono springs allowed

**FRAME & CHASSIS:**

Must have factory front and rear frame rail. Front frame rail must extend to front of strut tower. Aftermarket tube front ends are legal ie. Team Z Motorsports mustang tube front ends. Horizontal and vertical notching of rear frame rail is permitted for tire/rear end clearance.

**INTERIOR:**

Vehicle interior must have Carpet, factory dash and door panels

Rear seat delete is accepted

Must retain passenger seat, mounting of nitrous bottle in passenger seat is accepted

Exhaust: production style muffler with a muffler body of a minimum of 6" in length will be mandatory on all combinations including turbo. ie. any muffler that's commercially available like a bullet straight through design, not something you made.

**INDUCTION:**

4150/4500 intake accepted

Forward facing 4bolt intake Accepted

Elbows will Be accepted

ALL power adder combos running a 4500 Carb or 4500 TB BUT MUST ADD 100LBS

Nitrous Big Blocks can use aftermarket cyl head with a 2\* valve roll from stock valve angle. Please contact Limited street tech and discuss Cyl head wanting to be used

Nitrous Small Blocks can use any inline "Non-Billet" Cylinder Heads (No Canted Valve)

No Hammer head cyl heads that were not conventional to the engine being used. If OEM was equipped with an inline cyl head, an inline head must be used. Raised runner heads please contact Limited Street tech to discuss cyl head being used

**No after-market Aluminum or Billet Blocks Permitted**

**No Methanol**

No Bull Horns or Zoomies (exhaust can exit the fender, side of front bumper or under the vehicle but must not protrude more than 2-inches from the point of exit) No Hood Exit Exhaust

Hood Scoops for Nitrous or N/A combos are limited to clear lexan All entries must have a production muffler.

SB Power Adder Limited to 440 cubic inch (NA permitted up to 470 cubic inch)

Twin turbo engine cubic inch limitations are in the turbo charger rules

BB NA Limited to 620 cu in

BB NOS limited to 572 cu in (Includes BOP – Mopar entry)

NO MULTIPLE POWER ADDERS OR NITROUS TO SPOOL

### **NITROUS:**

Plate System: Any conventional 4150/4500 single stage or cross-bar single stage plate nitrous system with a maximum of four spray bars (two nitrous & two fuel) permitted

Nitrous outlet kraken plates, stinger style and other billet unconventional plates will not be allowed.

Single stage Fogger Kit with the maximum of 1 nozzle per cyl. Jets cannot be modified, orifices must remain round. Jets can be checked at any time by event Tech official

SB fogger max jet .036 - can be ammended

BB fogger max jet .032 - can be ammended

255/60R15 Tire with a 4500 Plate will be allowed to run with no Penalties as long as CARB or TB is 4150, 100Lb Penalty if 4500 TB or 4500 Carb is used

Single 10lb nitrous only, dual bottles not permitted.

Single forward facing FI plates accepted max 102mm

Single .125 max nitrous solenoid size for plate system

Nitrous BB -4 feed line maximum

Nitrous SB -6 feed line maximum

### **SUPERCHARGER:**

Maximum supercharger sizes D1, V-7/V30 JTB Trim, NOVI 2000, Kenny Bell 3.6, Whipple 3.4, YSic, D1x. Procharger F1A-94 Will be accepted, weight will be determined once this combo has ran in the class

Roots 6-71 blowers must be off the shelf street style – B&M type/TBS) Sb w/ single carb on gas only.

#### **TURBOCHARGER:**

Cast or Billet 60mm turbos Allowed

60x92 compressor wheel and 80x73 turbine

388cid max for twins

Coyote and Mod motor not eligible to run Twin turbos until further notice

Max turbo size 76mm measured tip to tip. Can be Cast Or Billet

Compressor inducer will not exceed 76 mm

Compressor Exducer will not exceed 102 mm

Compressor Exducer extended tip may not be larger than 108mm measured with a Pi Tape. Caliper measurements will not be accepted for Tip-to-Tip specs

Turbine will be 96 mm X 88 mm

The Borg Warner S400SX4 S475 1.32 a/r with T6 flange fits into this category

Billet wheel DUCK X Limited Street 235 turbo will be accepted 76/113.5 compressor 96/88 turbine

There will be a 50LB weight penalty with this turbo.

No reducers or clipped wheel to achieve this size

Forced inductions, True North Turbo and Bullseye Turbo should be able to have this turbo available

Air to Air intercooler only

#### **Traction Aids:**

Driveshaft sensor, factory speedo and GPS speed are the only means of speed and acceleration sensors allowed

Shock sensors, track temp sensor, ride height sensor, and G meters are Not Permitted in qualifying and Competition. Prohibited sensors must have a visible plug within 2 feet from the sensor that will be disconnected and have a bright colored Tape over the unplugged connector. must be visible for Limited Street tech Official to clearly see it is not hooked up

**TIRES:**

PBR pro bracket radials not accepted, 28x10.5 and 26x8.5 slicks not accepted

Max tire size P275/60R15 with a 125lb Penalty\*\*

\*\*SB nitrous Plate system will only have a 75Lb penalty with the P275/60R15 tire

Current P255/60R15 ET Street R standard weights

3052R and other 235/60r15 tires Deduct 50Lbs

**Weights:**

Naturally Aspirated:

SB naturally aspirated – 2600

BB NA 3000 (+100 lbs. for big chief style head)

Nitrous Oxide:

SB nitrous - 8.2 deck 2750

SB nitrous - 2850

BB nitrous 3300

BOP Mopar 3150

Forced Induction:

SB cast turbo 76mm - 3200

SB Billet 76/113.5 - 3250

Twin Cast 60mm - 3350

SB D1, NOVI 2000, Kenny Bell 3.6, Whipple 3.4 – 3100

SB V7/V30 JTB Trim - 3125

SB D1x - 3250

SB YSI cast – 3250

Deduct 50lbs no rear coil overs

Add 150lbs for coyote

Add 25lbs for Throttle body larger than 92mm round or Ford style oval Mono blade

\*\*\*\*WEIGHT CAN BE ADDED OR DEDUCTED FROM ANY COMBO AS PER TRACK OFFICIAL FROM RACE TO RACE\*\*\*\*

**RACE DAY POLICY'S FIELD SIZE & LADDER:**

WC Limited Street will run on the 1/8th mile .400 Pro Tree and qualify for a 16-car field (with Alternates) 16-car Pro Ladder. If less than 16 cars enter, we will follow the NHRA "Official Ladder" for the field size. Auto-Start is ON

**TOW BACK & TOW VEHICLES:**

All WC Limited Street entries can be towed to and from the lanes. Towing back to the pits Permitted with a golf cart or other similar small tow vehicles. All tow vehicles will be subject to search by a MRP Official at any time

After each qualifying and elimination pass, all WC Limited Street cars must stop and weigh at the track scales. If you lose in eliminations, and your opponent fails to make weight you will be reinstated into the eliminations only if you made minimum weight requirements. If both cars failed to make minimum weight, both cars will be disqualified. It is the driver's responsibility to verify with each track scale, the weight of his/her car prior to each race day. There will be a 5lb error factor allowed.

**ALTERNATING LANES DURING QUALIFYING:**

Each WC Limited Street driver must alternate lanes during qualifying. If you choose to ignore this rule, your second consecutive pass in the same lane on the same day will be disqualified.

**AUTO-START:**

The Auto-Start System will be turned on with a 7-sec timeout BYE-RUNS: All vehicles must take the Tree & Scale for opportunity at Lane-Choice for next round

**RULE CONTESTING:**

If you think your competitor is not legal within the rules/weights claimed you may contest for \$500 if the Competitor is found to be illegal they will be DQ'd and your \$500 will be returned. If they are legal they will Receive the \$500 Contest Fee.

If you have questions pertaining to West Coast Limited Street Rules please email [Info@missionraceway.com](mailto:Info@missionraceway.com)