

STREET OUTLAW

CLASS OVERVIEW

Street Outlaw is a heads-up class designed for small tire, single power adder small block and big block engine combinations to compete on the eighth mile. Centrifugal Superchargers and turbochargers are restricted to specific dimensions/sizes; meanwhile nitrous rules were "opened up" to ensure overall class competitiveness. All entries have the option to run either a 275 drag radial tire or 28 inch by 10.6 inch slick on any type of rear suspension.

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 written consent from the NMCA Tech Director.

RACING FORMAT

This class will be an all run heads-up field, *NHRA Pro Style Ladder* on a .400 Pro Tree.

<u>ENGINE</u>	<u>POWER ADDER</u>	<u>BASE CID</u>	<u>BASE WEIGHT</u>
6 Cylinder diesel (Cummins)	Turbo 98mm	431	3200
Small Block	Nitrous	480	2250
Small Block	Supercharger 4.200" Inducer	480	2900
Small Block	Supercharger 4.399" Inducer	480	3100
Small Block	Turbo 88mm	480	2950
Small Block	Turbo 94mm	480	3050
Small Block	Turbo 98mm	480	3200
Big Block	Naturally Aspirated	750	2400
Big Block Conventional Head	Nitrous	up to 588	2600
Big Block Un-Conventional Head	Nitrous	up to 588	2650
Big Block Conventional Head	Nitrous	up to 650	2700
Big Block Un-Conventional Head	Nitrous	up to 650	2750
Big Block 5.00 bore space	Nitrous (single stage only)	up to 710	2850
Big Block 5.00 bore space	Nitrous (single stage only)	up to 740	2950

NOTE:

Maximum CID for all small block entries is 480 inches.

Maximum CID for nitrous big block entries is 650 inches on Non 5.00 bore space combinations.

Maximum CID for nitrous big block entries is 740 inches on 5.00 bore space combinations.

Maximum CID for naturally aspirated big block entries is 750 inches.

WEIGHT ADDITIONS/DEDUCTIONS

2015 and newer Ford Mustang (S550) may deduct 25lbs from their original base weight.

Leaf-spring style rear suspension vehicles may deduct 50lbs from their original base weight.

Small block boosted entries using 15 degree and above (18, 20, & 23 degree) inline valve heads may deduct 100lbs from their original base weight. *(LS based engines are excluded from this weight break)*

All nitrous powered entries using a cast single 4 barrel intake manifold may deduct 100lbs from their original base weight.

Ford Modular engines may deduct 200lbs from their original base weight.

365 CID and smaller pushrod engines may deduct 200lbs from their original base weight.

Boosted diesel combinations may use nitrous oxide as a second power adder. Nitrous oxide will always be considered a second power adder.

REQUIREMENTS & SPECIFICATIONS

ENGINE: 1

BLOCK

Any aftermarket cast iron or aluminum engine block permitted. Billet engine blocks are permitted. Billet blocks are only permitted to be used with cast cylinder heads. The use of billet cylinder heads on billet blocks is prohibited. Factory OEM bore spacing for particular engine brand being used is required for all entries.

HARMONIC BALANCER

SFI Spec 18.1 balancer is required.

ENGINE MOUNTS & LOCATION

Engine block and cylinder heads cannot be in contact with the firewall.

CYLINDER HEADS

Any aftermarket cylinder head is permitted. Small block entries are permitted to use billet cylinder heads. Billet cylinder heads are only permitted to be used with cast engine blocks. The use of billet cylinder heads with billet blocks is prohibited. Big block entries are permitted to run any cast conventional and unconventional style heads. Twin spark plugs per cylinder are permitted for Factory OEM applications (Gen III Hemi).

INTAKE MANIFOLD

Any intake manifold is permitted.

NITROUS

Small Block Entries: Allowed to use any multi-stage system. Water injection is permitted.

Big Block Entries: Allowed to use any multi-stage system with a maximum of three nozzles per intake runner. Water injection is permitted.

CENTRIFUGAL SUPERCHARGERS

Centrifugal superchargers are allowed a maximum impeller inducer diameter of 4.399 inches with a maximum air inlet outside diameter of 5.00 inches. Supercharger impeller must only be constructed of cast or billet aluminum. Supercharger is permitted a fresh air source from either the front bumper or grille area of the vehicle.

TURBOCHARGERS

Turbochargers are allowed a maximum impeller inducer of 98mm/3.858 inches. Compressor wheel/impeller must only be constructed of cast or billet aluminum. Turbocharger is permitted a fresh air source from either the front bumper or grille area of the vehicle.

Turbocharger size will be verified by one or both of the following methods:

1. 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 2mm more than the maximum allowable turbocharger size permitted in this class.
2. By measuring the impeller inducer wheel where the leading edge of the inducer wheel meets the housing. The wheel/blade contour from the inducer to the exducer must be continuous without steps.

INTERCOOLING

All boosted entries are permitted to use one intercooler. Intercoolers can either be air-to-air or air-to-water. Water and/or ice are the only agents allowed to be used with intercoolers. The use of any other agent to assist in the cooling of discharge and/or inlet air for boosted applications is prohibited.

OILING SYSTEM

Any oil pump/system permitted.

OIL RETENTION DEVICE

All entries are required to have an oil retention device. The device can either be a custom built ballistic blanket or a "belly" style pan. The pan may be constructed from composite or metal. It must have vertical walls of at least 2 inches in height. Pan must extend from frame rail to frame rail and must extend from front of the engine mounting plate to the rear of the engine block. Pan must be attached with a minimum of three attachment points per side.

COOLING SYSTEM

Any cooling system permitted. Radiators are not required.

EXHAUST SYSTEM

Any exhaust system permitted. All exhaust systems must be directed out of body and away from driver and fuel tank.

FUEL SYSTEM

Any electronic, mechanical or belt driven fuel pumps are allowed. Electronic fuel pumps must shut off with the master electric cut-off switch. Fuel cell must have a pressure cap and be vented to the outside of the body. Front mounted fuel cells must meet SFI Spec 28.1 and be mounted between the frame rails or enclosed in a round tube frame. A round tube frame must be constructed of a minimum of 1 ¼-inch O.D. x .065-inch chrome moly tubing. Artificial cooling or heating of fuel (i.e., cool cans, ice, Freon, etc.) prohibited. Circulating systems that are not part of the normal fuel pump system are prohibited.

FUEL INJECTION

Any aftermarket electronic or mechanical fuel injection may be used. Fuel injector size and or type are unlimited.

THROTTLE BODY

Any aftermarket throttle body permitted. Boosted applications are limited to a single throttle body and all other entries are permitted two.

CARBURETOR

Aftermarket carburetors are permitted with a maximum of two carburetors. Split carburetors are prohibited.

THROTTLE LINKAGE

Throttle control must be operated by the driver's foot

FUEL

NMCA specified *VP Racing Fuels* gasoline is the only acceptable fuel allowed. The NMCA reserves the right to check gasoline at any time during competition. Diesel combinations must use VP Racing fuels Torque Diesel. Failure to pass fuel check is grounds for disallowance of the run during competition and disqualification from the event during eliminations.

CLUTCH, FLWHEEL & FLYWHEEL SHIELD

Clutch and flywheel meeting SFI Spec 1.1 or 1.2 up to a twin-disc maximum is mandatory. Steel flywheel shield meeting SFI Spec 6.1 is mandatory. Flywheel shield cannot be modified for clutch adjustment and/or cooling holes

MANUAL TRANSMISSION

Aftermarket transmissions with a maximum of 5 forward speeds are permitted. Clutchless transmissions are permitted. All gear changes must be a direct action of the driver. Pneumatic, electric, hydraulic, etc. shifters are prohibited.

AUTOMATIC TRANSMISSIONS

Any OEM or aftermarket automatic transmission is permitted. Lockup convertors prohibited except on Diesel applications. Trans-brakes are permitted. Pneumatic, electric, hydraulic, etc. shifters are permitted.

DRIVELINE

Any steel, aluminum or carbon fiber driveshaft meeting SFI 43.1 spec is permitted.

REAREND

Any automotive type rear-end is permitted.

BRAKES, STERRING & SUSPENSION: 3

BRAKES

Front and rear hydraulic brakes are required. Automated brakes are prohibited. The application and release of the brakes must be a function of the driver. Dual reservoir master cylinder is required. Line-lock is permitted only on the front wheels using one line-lock button and solenoid. Any other electrical, pneumatic, hydraulic, etc. switch in braking system is prohibited.

STEERING

Any American production type steering system permitted.

SHOCKS/STRUTS

Aftermarket stock-type shocks/struts permitted.

FRONT SUSPENSION

Post 1978 and Newer Vehicles: Stock, aftermarket or tubular type K-member permitted. K-member must mount in its original location. K-member may be notched for oil pan clearance.

Factory strut/shock towers are required. Bolt-on type caster/camber plates are permitted. Factory or aftermarket control arms are permitted.

Pre-1978 and Older Vehicles: The use of aftermarket 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.

REAR SUSPENSION

Stock-type, ladder bar, and racing 4-link rear suspension systems are permitted.

WHEELIE BARS

The use of wheelie bars is permitted.

FRAME: 4

CHASSIS

All vehicles must have a chassis that meets the guidelines set by SFI for their respective speed and elapsed time. A valid NHRA serialized sticker is mandatory at an NHRA Member Track.

FRAME

Stock frame required from the front engine/motor plate to the back of the rear wheel tub. Back-halved cars are prohibited. Front and rear sub frames may be joined together. Horizontal and vertical notching of rear frame rail is permitted for tire/rear end clearance.

WHEEL BASE

All entries must maintain a wheelbase of +/- 1 inch from OEM specifications.

GROUND CLEARANCE

A minimum of 3 inches from the front of the vehicle to 12 inches behind front spindle centerline is mandatory. A minimum of 2 inches for the rest of the vehicle is mandatory (except for oil pan and exhaust headers).

TIRES & WHEELS: 5

TIRES

All entries have the choice to either use a 28-inch tall by 10.6-inch wide slick or a 275/60/15 drag radial tire. Tire tread may not extend outside of the fender.

WHEELS

Aftermarket racing wheels permitted.

INTERIOR: 6

UPHOLSTERY

Interior must maintain a factory appearance. Any aftermarket racing style seat is permitted. Driver's seat must be located in the stock location. Passenger seat is not required. Door panels are required. Floor and transmission tunnel where visible must be carpeted or upholstered.

STEERING COLUMN/WHEEL

Aftermarket steering columns and steering wheels are permitted.

PEDALS & PEDAL LOCATION

Any type pedals/linkage is permitted.

BODY: 7

BODY

All vehicles must maintain OEM appearances for their specific year, make, and model being used. All entries are required to have the OEM body shell intact from the firewall to the taillight panel. Lightweight body parts are restricted to the following: hood, fenders, bumpers, doors, and trunk-lid/deck-lid. Hood, trunk-lid/deck-lid, and doors must be hinged or be lift off models. Alterations or aerodynamic modifications are prohibited. Any aftermarket/modified front bumper/valence must have prior approval from the NMCA tech department.

HOOD SCOOPS

Forward facing hood scoops are permitted for nitrous assisted entries and may not extend above the roof line. Vehicles that are equipped with an EFI system are not required to run a hood scoop. Carburetors must be completely covered by the hood or hood scoop. Sensors, transducers, vents, wiring, hoses/lines, etc. are prohibited from being inside the hood scoop.

COWL AREA

All entries are required to have an OEM cowl area, except 4th Gen GM F-body vehicles.

GRILLE

All entries are required to have an OEM type grille.

FIREWALL

All entries are required to retain a stock firewall in its OEM location.

FENDER SPLASH PANS

Fender splash pans may be altered.

WINDSHIELD & WINDOWS

All entries are permitted to use Lexan windows.

FLOOR

All entries are required to have stock floor pans on both the driver's side and passenger's side of vehicle. Transmission tunnel may be removable and must be made of either .024 inch thick steel or .032 inch thick aluminum. Removable floor panels are prohibited.

WHEEL WELLS

All entries all permitted to use steel, aluminum, or carbon fiber wheel tubs.

WING/SPOILERS

All entries are permitted to use rear wing/spoilers. Wing/spoilers are allowed a maximum length of 26 inches. Any adjustments to the wing/spoiler during a run are prohibited.

STREET EQUIPMENT

OEM headlights and taillights for year/make/model of vehicle being used must be intact and operational.

APPEARANCE

All cars in competition must be painted or wrapped. Advertising graphics are permitted on the body. In order to be eligible for the NMCA official contingency program, all contingency sponsors' decals must be easily visible and located on the outside of the vehicle. Failure to do so can result in the driver **forfeiting** all claimed contingencies for that particular event. The NMCA requires that all entries run the following decals:

1. NMCA Windshield Banner: Decal needs to be located on the top of the windshield or just above the windshield located on the body.
2. NMCA Drag Racing Series: Decals (2) must be located on each side of vehicle. Either on the side windows or decals can be located on the body right beside the side windows.
3. Class Sponsor: Decal must be located on the passenger's side lower portion of the windshield.
4. VP Racing Fuels: Official Fuel decals (2) required. Must be located on each side of vehicle. (In a contingency decal manner)
5. Aerospace Winners Circle: Decals (2) must be prominently displayed on each side of vehicle. Failure to do so can result in the winning driver forfeiting his/hers Winner's Trophy & Payout.

6. Class & Competition Numbers: Numbers must be easily visible/legible and located on the front, back, and both side windows.

ELECTRICAL: 8

BATTERY

A maximum of two batteries is allowed.

IGNITION

Any battery operated ignition system and distributor drive system is permitted.

STARTER

All entries must be self-starting with an on-board starter.

MASTER CUTOFF SWITCH

A master cutoff switch is mandatory.

SUPPORT GROUP: 9

COMPUTER/DATA RECORDERS

Computer/data recorders are permitted and must stand alone and to be only used for information gathering purposes.

BRACKET RACING AIDS

The use of any bracket racing aids such as optical sensors, delay boxes, shutter boxes, throttle stops, etc. are prohibited. The use of any device (electrical or mechanical) that allows a driver to ascertain the position of their vehicle to the starting line is prohibited.

PRESSURIZED BOTTLES

A maximum of one pressurized container (excluding nitrous and fresh air systems) per vehicle is permitted. All pressurized bottles must meet D.O.T. 1800lb minimum specification.

TOW VEHICLES

The use of tow vehicles is permitted.

CREW MEMBERS

Each crew member must have the proper starting line credentials and must wear matching attire.

DRIVER: 10

DRIVER

The driver when in the vehicle, from the ready line until the vehicle is safely stopped on the return road, **is required to have all safety restraint systems (including the helmet) on and be securely fastened in the vehicle at all times**

CREDENTIALS

A Valid state or government issued driver's license beyond a learner/s permit level is mandatory for cars running 10.00 or slower. A valid NHRA competition license is mandatory for cars running 9.99 or quicker, at a NHRA Member Track. A valid NHRA or an IHRA competition license is mandatory at an IHRA Member Track.

Note: It is ultimately the competitor's responsibility to familiarize themselves with the NMRA class requirements as well as ***all NHRA safety requirements***. The competitor agrees they bear the ultimate responsibility when it comes to safety and how it complies with the NMRA and NHRA rule books. The competitor also agrees that no one else other than the competitor is in the best position to know about how their particular race car has been constructed and how to safely operate it.