

2019 NMCA RULE AMENDMENTS AND CLARIFICATIONS

(THESE RULE AMENDMENTS COVER RULE CHANGES MADE TO THE 2019 RULEBOOK)
(UNLESS OTHERWISE NOTED, RULE CHANGES BECOME EFFECTIVE IMMEDIATELY)

RELEASE DATE 6/11/2019

XTREME STREET

WEIGHT ADDITIONS/DEDUCTIONS

Deduct 100lbs for BBC, ~~L~~BBF or BOP Nitrous combinations smaller than 540 cubic inch

Deduct ~~150~~100lbs for 8.2 deck nitrous combo.

2019 MIDSEASON ADJUSTMENTS

RELEASE DATE 6/01/2019

XTREME PRO MOD

ENGINE

POWER ADDER

BASE WEIGHT

Big Block/Hemi	Nitrous 5.0 bore space	2150 2175
Big Block/Hemi	Nitrous 5.2 bore space	2250 2275
Big Block/Hemi	Nitrous 5.3 bore space	2350 2375

SCREW-TYPE SUPERCHARGER

All screw-type superchargers must have a SFI 34.1 certification. . Manifold burst panel meeting SFI Spec 23.1 plus restraint system meeting SFI Spec 14.21, including injector restraint straps mandatory. Cast or billet cases permitted. Street type superchargers (Whipple, Kenne Bell, VMP, etc.) up to 4.5L permitted at Roots combo base weight.

FACTORY SUPER CARS

YEAR	BRAND	CID/HP	SUPERCHARGER	UPPER	LOWER
<u>2019 Camaro COPO 350</u>		630 HP	2.65L Magnuson 34J/32R	3.580 3.500	8.000
<u>2019 Mustang Cobra Jet 327</u>		610 HP	3.0L Whipple	3.750 3.500	8.000
<u>2019 Mustang Cobra Jet 351</u>		570 HP	2.9L Whipple	3.500 3.250	8.000

OILING SYSTEM

Any oil pan permitted. Stock or aftermarket OEM type oil pump is permitted. Oil pump location, oil pump drive, and complete oiling system must remain as originally produced. The use of an accumulator is permitted. All entries are encouraged to have a properly fitting lower engine oil containment device. (This will be mandatory in 2020)

STREET OUTLAW

ENGINE

POWER ADDER

BASE CID

BASE WEIGHT

Small Block	Supercharger 4.025" Inducer	480	2825 2775
<u>Small Block (M1 W/ BILLET BLOCK OR HEADS)</u>	<u>Roots Supercharger 871</u>	<u>480</u>	<u>3100</u>

WEIGHT ADDITIONS/DEDUCTIONS

- Add ~~75400~~lbs for M1 WITH Turbocharger (intercooler not permitted with M1)
- ~~Add 25lbs for E85 with Intercooler~~
- Add 25lbs for inline non-SVA on any Small Block Nitrous combination.
- Add 50lbs for non-inline any intake/carb on any Small Block Nitrous Combination.
- Add ~~7550~~lbs for any combination using a lockup transmission/convertor. (No adder for N/A, ~~or~~ SB Nitrous, or SVA Turbo combinations)
- Add ~~2550~~lbs for any turbocharger with 142.5mm exducer tip to tip and 133 exducer back plate measurement. (Except 6cyl, 8.2 deck height or Mod Motor combinations)
- Add 50lbs for inline non-SVA on any Small Block Super charger 4.025 inducer combination.
- Add 75lbs for non-inline on any Small Block Supercharger 4.025 inducer combination.
- Deduct 25lbs. for any small block 85mm or 88mm turbo combination on Gas/Q16.
- Deduct 50lbs for turbo without ram-air.
- Deduct 25lbs. 2015 and newer Ford Mustang (S550) body/chassis combinations

ROOTS SUPERCHARGER

Maximum roots Supercharger permitted is 8-71. Any overdrive permitted for 8-71 superchargers. Manifold burst panel meeting SFI Spec 23.1 plus restraint system meeting SFI Spec 14.2, including injector restraint straps mandatory. Cast or billet cases permitted. NMCA Tech reserves the right to tear down and inspect blower at any time.

TURBOCHARGERS

*The Garrett GTX GEN II/PTE XPR Inducer dimensions may not exceed 85.9mm/88.9mm, Exducer backing plate dimensions may not exceed 133mm. The Exducer tip to tip measurements may not exceed 142.5mm. On mid-frame turbo claiming 85.9/88.9 on tip to tip inducer measurements the inspection tool must capture .200 of the blade tip to be eligible for the latest deductions in weight. On LARGE FRAME turbos the inducer may not exceed 85.9/88.9mm and Exducer dimensions may not exceed 141.224mm. The maximum diameter of the housing bore at the leading edge of the wheel may not exceed 2 mm more than the maximum allowable turbocharger size permitted. Inserts or reducers to achieve inlet or outlet dimensions prohibited. Compressor map groove will not exceed .250 of an inch. Any turbocharger entry may be asked to remove the compressor cover and/or turbine housing for inspection. The turbine wheel may not exceed 113mm X 103mm on any turbocharger. Turbine wheels are only allowed to be constructed of Inconel material. Billet aluminum compressor wheel/impeller permitted. Any modifications to compressor or turbine wheel, blades, hubs, cover, or housing, as originally manufactured is PROHIBITED.

XTREME STREET

CYLINDER HEADS

Small Block Ford

- Brodix ST 5.0, ST 5.0R, Track 1, T1, Track 1X, 11R, T1RR, Head Hunter F, Neil BF201, Neil BF202

NITROUS PRO STREET

<u>ENGINEPOWER ADDER</u>	<u>BASE CID</u>	<u>NO2 JET SIZE</u>	<u>BASE WEIGHT</u>
Big Block N/A	up to <u>640499</u>	N/A	<u>23752400</u>

TRUE STREET

BACK-to BACK PASSES

Tire pressure may be checked in the staging lanes, or between rounds, and may be lowered or raised any time during the back-to-back passes, as long as this function is performed by the driver only and cannot alter the run order or delay the competitor's ability to move to the ready line when instructed. Vehicles are required to make three full passes in order to be included in the final average ET tally. All vehicles must run three passes in the same order as the first pass, any attempt to gain additional cool down time between rounds will result in disqualification. The only possible exception to this rule is the use of a parachute, if required by vehicle speed. One crewmember can be placed in the staging lanes to aid in the re-packing of a parachute; however, chute must be re-packed in a manner so as not to be disruptive to competition rounds. There will be a separate staging lane designated for any vehicle needing to re-pack parachutes. Any vehicle unable to start under its own power will be disqualified. Once all rounds have been completed, prize money and awards will be given based on the final average of all three quarter mile passes. During, and in between, the back to back passes, no changes may be made to vehicle other than lowering or raising air pressure in tires. Fresh nitrous bottles, fuel, and ice may not be installed/replenished. Nitrous bottle may be turned off and back on while in the staging lanes before and during the 3 back to back passes. Vehicles with air-to-water intercoolers may not add ice to intercooler tank between back-to-back passes, even if intercooler tank is located in interior of vehicle. No laptops in vehicle permitted at any time once the first of the three back-to-back passes is initiated. Driver is the only person allowed to push vehicle in the staging lanes between runs. During the Back-to-Back passes, Crew members are prohibited from assisting the car or driver in the staging/starting (which begins at the ready line) process in any manner.

NMCA POINT SYSTEM

1.12 Super Bowl Shoot-Out:

2019- SUPER BOWL PAIRINGS (NMRA/NMCA TREE HANDICAP)

NMCA vs NMRA START PARAMETERS / TREE HANDICAP

PM	SO*	.4 PRO Handicapped according to Individual competitor's low elapsed time Fri. - Sun. NO breakout 1/8
SO**	MS	.4 PRO Handicapped according to Individual competitor's low elapsed time Fri. - Sun. NO breakout 1/8
XS****	REN***	.4 PRO Handicapped according to Individual competitor's low elapsed time Fri. - Sun. NO breakout 1/8
N/A	FS	.4 PRO Handicapped according to Individual competitor's low elapsed time Fri. - Sun. NO breakout 1/4
CPS	CS	.4 PRO Handicapped according to Individual competitor's low elapsed time Fri. - Sun. NO breakout 1/4
NPS	LS	.4 PRO Handicapped according to Individual competitor's low elapsed time Fri. - Sun., NO breakout 1/4
FSC	TL	.4 PRO/.5 PRO Handicapped according to Individual competitor's low elapsed time Fri. - Sun. NO breakout 1/4
S/SS	SST	.5 FULL/.5 PRO Handicapped based on personal index and dial-in used during eliminations with BREAKOUT APPLYING 1/4
NSS	MM	.5 FULL/.5 PRO Handicapped based on personal index used during eliminations with BREAKOUT APPLYING 1/4
NMC	FM	.5 FULL Handicapped based on personal index and dial-in used during eliminations with BREAKOUT APPLYING 1/4
OC	OC	.5 PRO Handicapped based on personal index used during eliminations with BREAKOUT APPLYING 1/4
TS	TS	.4 PRO Handicapped based on Individual competitor's average 3 runs in True Street competition from Saturday. 1/4 NMRA overall average Vs NMCA overall best average. With No Breakout.

Competitors are the class winners unless noted by * (see below)

*NMRA STREET OUTLAW racer that advances the furthest in eliminations

**NMCA STREET OUTLAW racer that advances the furthest in eliminations

*** NMRA RENEGADE racer that advances the furthest in eliminations

**** NMCA XTREME STREET racer that advances the furthest in eliminations

The Street Outlaw NMCA and NMRA racer who reach the furthest elimination round will represent their respective team in the Nitto Tire Super Bowl Shootout. The tie breaker will be the racer with the quicker elapsed time from the round prior.

The NMCA and NMRA team members will be the overall class winners in their respective categories. If the class winner cannot make the call for the super bowl runoff, then the class runner-up will compete for their respective team. Once again the "Team" concept will be utilized in the distribution of the NITTO Diamond Tree rings. The team that has the most wins in the Shoot-out will be deemed the winner. With 12 pair in the superbowl, in the event of a tie, the winner of the Chevrolet Performance Stock vs Coyote Stock pairing will be the tie breaker and determine the winning team. Each member of the winning team will be the recipient of the rings. All Power adders must remain unaltered/legal per class requirements during super bowl eliminations. All class/category rules, including weight and fuel check will be enforced. Coyote Stock and Chevrolet Stock will be flashed with respective tune before super bowl eliminations. 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.

RELEASE DATE 4/17/19

N/A 10.5

WEIGHT ADDITIONS/DEDUCTIONS

Multiple fuel injectors per cylinder must add 10% of engine size in pounds.

EFI SYSTEM

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

One injector per cylinder permitted without weight adder. All 8 injectors must be mounted in the same location.

Multiple injectors per cylinder permitted with weight adder (see add/deduct list).

RELEASE DATE 4/8/19

FACTORY SUPER CARS

Supercharger permitted pulley chart

<u>YEAR</u>	<u>BRAND</u>	<u>CID/HP</u>	<u>SUPERCHARGER</u>	<u>UPPER</u>	<u>LOWER</u>
<u>2014-2015 Camaro COPO 350</u>		530 HP	2.9L Whipple	3.250	8.000
<u>2016-2018 Camaro COPO 350</u>		580 HP	2.9L Whipple	3.250	8.000
<u>2017-2018 Camaro COPO 350</u>		590 HP	2.9L Whipple	3.125	8.000
<u>2019 Camaro COPO 350</u>		630 HP	2.65L Magnuson 34J/32R	3.500 3.350	8.000
<u>2015 Challenger Drag Pak 354</u>		530 HP	2.9L Whipple	3.125	7.950
		540 HP	2.9L Whipple	3.125	7.950
<u>2008 Mustang Cobra Jet 330</u>		425 HP	2.3L Eaton	2.911	8.125
<u>2010 Mustang Cobra Jet 330</u>		435 HP	2.3L Eaton	2.754	8.125
		500 HP	2.9L Whipple	3.970	8.125
<u>2012 Mustang Cobra Jet 330</u>		450 HP	2.3L Eaton	2.911	8.125
		510 HP	2.9L Whipple	3.970	8.125
<u>2013 Mustang Cobra Jet 302</u>		500 HP	2.9L Whipple	3.500	8.000
<u>2014 Mustang Cobra Jet 302</u>		525 HP	2.9L Whipple	3.375	8.000
		560 HP	2.9L Whipple	3.000	8.000
<u>2016 Mustang Cobra Jet 302</u>		565 HP	2.9L Whipple	3.250	8.000
		575 HP	2.9L Whipple	3.250	8.000
<u>2019 Mustang Cobra Jet 327</u>		595 HP	3.0L Whipple	3.500 3.250	8.000

AUTOMATIC TRANSMISSION

Any model transmission, same make as car, with a maximum of three forward speeds (unless OEM equipped with more forward speeds) permitted. Any gear change must occur as a result of an internal function of the transmission or from a direct action of the driver. Pneumatic, electric, hydraulic, etc. shifters are prohibited. All vehicles running quicker than 9.99 or faster than 135 mph using an automatic transmission must be equipped with a transmission shield meeting SFI Sec 4.1, a flexplate meeting SFI Spec 29.1, and covered by a flexplate shield meeting SFI Spec 30.1.

XTREME PRO MOD

SCREW-TYPE SUPERCHARGER

All screw-type superchargers must have a SFI 34.1 certification. . Manifold burst panel meeting SFI Spec 23.1 plus restraint system meeting SFI Spec 14.21, including injector restraint straps mandatory. Cast or billet cases permitted.

NMCA STREET OUTLAW

Deduct 50lbs on any 5.00 bore space combination with cast intake manifold

AUTOMATIC TRANSMISSIONS

Any OEM based automatic transmission is permitted (example-TH400, Powerglide, etc.). Any internal modifications permitted. Lockup convertors permitted. Trans-brakes are permitted. Pneumatic, electric, hydraulic, etc. shifters are permitted. All vehicles running quicker than 6.99 (1/8 mile) or faster than 135 mph using an automatic transmission must be equipped with a transmission shield meeting SFI Sec 4.1, a flexplate meeting SFI Spec 29.1, and covered by a flexplate shield meeting SFI Spec 30.1.

XTREME STREET

AUTOMATIC TRANSMISSION

Any OEM or aftermarket automatic transmission is permitted. Lock-up style transmission and/or torque convertors are prohibited unless OEM equipped (i.e. A.O.D.).The use of transmission-to-engine adaptors is permitted. The use of trans-brakes is permitted. Pneumatic, electric, hydraulic, etc. shifters permitted. All vehicles running quicker than 6.99(1/8 mile) or faster than 135 mph using an automatic transmission must be equipped with a transmission shield meeting SFI Sec 4.1, a flexplate meeting SFI Spec 29.1, and covered by a flexplate shield meeting SFI Spec 30.1.

N/A 10.5

AUTOMATIC TRANSMISSION

Any OEM or aftermarket converter driven automatic transmission is permitted with a maximum three forward speeds. Any automatic with more than three forward speed will run under the transmission weight penalty. Any torque convertor is permitted. Trans-brakes are permitted. Pneumatic, electric, hydraulic, etc. shifters are permitted. All vehicles running quicker than 9.99 or faster than 135 mph using an automatic transmission must be equipped with a transmission shield meeting SFI Sec 4.1, a flexplate meeting SFI Spec 29.1, and covered by a flexplate shield meeting SFI Spec 30.1.

NITROUS PRO STREET

AUTOMATIC TRANSMISSIONS

Any OEM or aftermarket automatic transmission is permitted. Any torque convertor is permitted. Trans-brakes are permitted. Pneumatic, electric, hydraulic, etc. shifters are permitted. All vehicles running quicker than 6.99 (1/8mile) or faster than 135 mph using an automatic transmission must be equipped with a transmission shield meeting SFI Sec 4.1, a flexplate meeting SFI Spec 29.1, and covered by a flexplate shield meeting SFI Spec 30.1.

NOSTALGIA SUPER STOCK

CLUTCH

Flywheel and Clutch meeting SFI Spec 1.1 or 1.2 (two- disc maximum) mandatory on any car running 11.49(7.35) or quicker. Flywheel shield meeting SFI spec 6.1, 6.2 or 6.3 mandatory on all cars running 11.49(7.35) or quicker.

Clutch operation must be manually applied and disengaged with foot during run, without the assist of electric, hydraulic or pneumatic devices. Multi stage, variable release, or lock up type of any description is prohibited. Throwout bearing must release all fingers or levers simultaneously.

AUTOMATIC TRANSMISSIONS

(OEM American transmissions or replicas of OEM American transmissions that use planetary gears)

Automatic transmissions originally produced by any American automobile manufacturer or replicas of an automatic transmission produced by any American automobile manufacture (Ex. Deadenbear PG transmission) mandatory. All vehicles running quicker than 9.99 or faster than 135 mph using an automatic transmission must be equipped with a transmission shield meeting SFI Sec 4.1, a flexplate meeting SFI Spec 29.1, and covered by a flexplate shield meeting SFI Spec 30.1. Lock-up transmissions/torque converters permitted. Transmission-to-engine adapters permitted. All shifts must be made manually without the aid of electric or pneumatic devices. Transbrake prohibited. In those classes that prohibit trans-brakes the following will be used to enforce the rule. A competitor may elect to leave the trans-brake solenoid installed in the transmission, however any/all physical wiring must be removed to the solenoid while the vehicle is in competition.

Starting line rev limiters prohibited. Clutch prohibited with this type of transmission.

NOSTALGIA MUSCLE CAR

DRIVETRAIN

CLUTCH

Flywheel and Clutch meeting SFI Spec 1.1 or 1.2 (two- disc maximum) mandatory on any car running 11.49(7.35) or quicker. Flywheel shield meeting SFI spec 6.1, 6.2 or 6.3 mandatory on all cars running 11.49(7.35) or quicker.

Clutch operation must be manually applied and disengaged with foot during run, without the assist of electric, hydraulic or pneumatic devices. Multi stage, variable release, or lock up type of any description is prohibited. Throwout bearing must release all fingers or levers simultaneously.

AUTOMATIC TRANSMISSIONS

(OEM American transmissions or replicas of OEM American transmissions that use planetary gears) Automatic transmissions originally produced by any American automobile manufacturer or replicas of an automatic transmission produced by any American automobile manufacture mandatory. Lock-up transmissions/torque converters prohibited. Transmission-to-engine adapters permitted. All vehicles running quicker than 9.99 or faster than 135 mph using an automatic transmission must be equipped with a transmission shield meeting SFI Sec 4.1, a flexplate meeting SFI Spec 29.1, and covered by a flexplate shield meeting SFI Spec 30.1.

RELEASE DATE 3/26/2019

XTREME PRO MOD

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.

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.

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. Any modifications to compressor or turbine wheel, blades, hubs, cover, or housing, as originally manufactured, is PROHIBITED

NMCA STREET OUTLAW

TURBOCHARGERS

Single turbocharger limited to 88mm maximum.

*Garrett GTX GEN II/PTE XPR Permitted using current Street Outlaw exhaust turbine measurements with weight penalty. Turbocharger size will be verified by measuring the housing bore at the leading edge of the impeller wheel and must maintain the contour of the compressor housing. (Stepped compressor wheel prohibited) Inducer dimensions may not exceed 80.9/85.9mm/88.9mm and Exducer backing plate and blade tip to tip dimensions may not exceed 133mm on MID FRAME turbos except where noted.

*The Garrett GTX GEN II/PTE XPR Inducer dimensions may not exceed 85.9mm/88.9mm, Exducer backing plate dimensions may not exceed 133mm. The Exducer tip to tip measurements may not exceed 142.5mm. On LARGE FRAME turbos the inducer may not exceed 85.9/88.9mm and Exducer dimensions may not exceed 141.224mm. The maximum diameter of the housing bore at the leading edge of the wheel may not exceed 2 mm more than the maximum allowable turbocharger size permitted. Inserts or reducers to achieve inlet or outlet dimensions prohibited. Compressor map groove will not exceed .250 of an inch. Any turbocharger entry may be asked to remove the compressor cover and/or turbine housing for inspection. The turbine wheel may not exceed 113mm X 103mm on any turbocharger. Turbine wheels are only allowed to be constructed of Inconel material. Billet aluminum compressor wheel/impeller permitted. Any ~~inconsistent~~ modifications to compressor or turbine wheel, blades, hubs, cover, or housing, as originally manufactured beyond accepted commercially available manufacturing process, is PROHIBITED.
