

2018 NMRA CLASS DESCRIPTIONS



STREET OUTLAW (SO) is the premier championship 275 radial category as the vehicles are powered by a single power-adder with boosted small-blocks and nitrous-gulping big-blocks. The turbochargers and centrifugal superchargers feature specific impeller inlet sizing to ensure parity. Every car features the factory-supplied framerails from the front to the back of the vehicle, but any rear suspension is allowed. The cars are run in 1/8-mile format due to the big power and just 10.5-inch tire contact patch.



RENEGADE (REN) is a heads-up class designed for single power adder small block engines that were born from fierce street racing roots but have evolved into high-tech powerplants. Racers have their choice between multiple nitrous systems, spec'd centrifugal or Roots/Twin-screw superchargers, or single 76mm turbocharger. Engines are limited in camshaft valve lift and conventional-style cylinder heads with small stroker engines. Entries are required to race on stock suspension while using either a 275/60R15 DOT drag radial or 28x10.5-inch bias-ply tires.



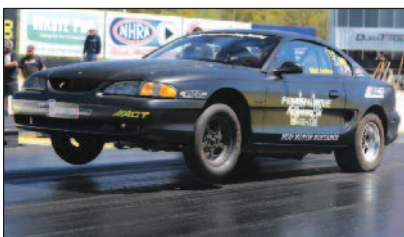
COYOTE MODIFIED (CM) is designed to push manufacturers to develop new parts for the technologically advanced powerplant. There are few restrictions with the most notable being a 314ci displacement limitation, turbochargers are limited to 76mm units with T4 housing, and the centrifugal, Roots, and Twin-screw superchargers all have NMRA specifications. All cars run on stock suspension and are required to utilize 28x10.5-inch bias-ply slicks or 275/60R15 DOT drag radial tires.



LIMITED STREET (LS) was born from popular street combinations in order to form an 8-second heads-up category. The 302/351 small-block family and Modular engine platforms are represented and competitors can utilize nitrous, a supercharger, or a turbocharger with various minimum weight restrictions. Racers select their boost-makers from a list of approved superchargers and spec turbochargers. There are even naturally aspirated options for racers that want to go that route. The 2018 racing season marks the first year that Limited Street racer will compete for a prestigious NMRA championship.



COYOTE STOCK (CS) is a naturally aspirated category designed for 1954 and newer Ford bodied vehicles and is one of the most cost-effective heads-up eliminators in drag racing. Coyote Stock requires a production OEM Ford Coyote 5.0 crate engine that is sealed from the factory to prevent tampering. NMRA rules also require a Ford Performance designed engine calibration. This helps control the expenses associated with competitive heads-up drag racing and allows racers to explore other avenues to gain a performance advantage. Racers can chose between a list of approved manual transmissions or Ford automatic units. All entries must compete on stock suspension and all vehicles weigh 3,200 pounds with driver.



FACTORY STOCK (FS) is a heads-up class designed for Ford vehicles that are powered by highly restricted 4.6 and 5.0 powerplants using mostly stock induction components. Designed to push the factory powerplants to the max in a drag racing application, Factory Stock is a heads-up version of NHRA's Stock Eliminator. Racers rely on a clutch-assisted manual transmission or a C4 automatic in stock chassis configurations using stock-replacement suspension modifications.

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OPEN COMP (OC) is reserved for any year, make and model Ford vehicles using Ford engines only—dragsters and roadsters are prohibited. The Open Comp class qualifies competitors using reaction time instead of elapsed time. An index is formed for each competitor by taking a racer's best time in qualifying and subtracting 1-tenth (1/10th) of a second from it. The index is fixed through eliminations and cannot be changed.



TRUCK & LIGHTNING (TL) is reserved for any year, make and model Ford truck using Ford engines only. SUVs such as Explorers, Expeditions, Excursions, etc. are also permitted—dragsters, vans and roadsters are prohibited. Truck & Lightning runs on an Open Comp format with a 1-tenth (1/10th) breakout.



SUPER STANG (SST) is designed for any S197- and S550-bodied vehicles using a Ford modular OEM 4.6L, Coyote or 5.4L V8 (3V or 4V), V6 and EcoBoost engines only (2005-14 Mustangs are referred to as S197 cars and 2015 to present Mustangs are referred to as S550 cars). The Super Stang class is contested on an index-based format, which racers declare at the conclusion of qualifying and cannot adjust it in eliminations.



MODULAR MUSCLE (MM) is reserved for any year, make and model Ford vehicles using Ford modular 4.6L, 5.4L, Coyote and V10 engines only—dragsters and roadsters are prohibited. The Modular Muscle class runs on an Open Comp format with a 1-tenth (1/10th) breakout.



FORD MUSCLE (FM) is reserved for any Ford domestic product vehicle (cars & trucks) using Ford engines only. This is a foot brake-only class. Electronics or transbrakes are prohibited, as are dragsters and roadsters. Racers select an index from a list that starts at 9.50 seconds and goes up to 15.50 seconds. Qualifying is determined on how close a racer gets to his or her index and they run off the index system during eliminations.



TRUE STREET (TS) is a racing class for mildly modified to heavily modified high performance Ford-based street vehicles that are street certified and able to drive over a 30-mile distance. All Ford vehicles permitted and must feature a Ford based engine in either naturally aspirated trim or with any number and/or type of power adders. Vehicles must be registered, licensed and insured. There will be trophies and awards for the quickest average and runner-up, as well as for the following: Closest average ET that is not quicker than 9.00, 10.00, 11.00, 12.00, 13.00, 14.00 and 15.00. Each class winner must fall within its respective ET category. For example, 9-second winner average must be between 9.00 and 9.99, 10-second winner average must be 10.00 and 10.99, and so on, for each class winner, etc.