

NMRA OUTLAW TRUE STREET

- 1/8-mile, NO Time, .400 pro tree, 32 car field.
- 25-to-30 mile cruise, racer is exempted if entered in QA1 True Street class. Cruise will take place late Saturday Afternoon, Subject to change
- Random Pairings—draw chips each round to determine pairings. Coin flip for lane choice.
- Registered, Insured, and License Plate(s)—No Dealer Tags
- Must be Ford-bodied,
- Brand-X engines legal (Any make engine)
- Working Headlights & tail lights.
- Bolt-in front suspension in factory location and Stock Firewall
- Unlimited Power Adders,
- Any Exhaust Exit
- Ladder Bars or Stock Suspension allowed.
- No wheelie Bars
- Tires – 28 / 275 Radial or Bias-Ply DOT Tires only
 - M/T ET Street 28x11.5 or Smaller DOT Tire
 - M/T 275 Drag Radial
 - ET Street R Bias-Ply Tire 28x11.5R15
 - Hoosier Quick Pro 28x11.5
 - M/T ET Street Radial 305/45R17 (#3572)
- Sponsor Decals Required – Supplied at registration
 - Class sponsor decal required on windshield left bottom corner
 - Aerospace Winners Circle decal required on side windows
 - VP Racing Fuels decal required on side windows.
 - NMRA Windshield Banner required
- NO NMRA Membership required

- 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 Chassis sticker is mandatory for any car running 9.99 (6.39 = 1/8 mile) or quicker, or 135mph or faster at a NHRA member track.

- 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.