

## NMRA STREET OUTLAW

### CLASS OVERVIEW

NMRA Street Outlaw is a heads-up class designed for Ford Bodied, small tire, single power adder, Ford small block and Ford big block engine combinations to compete on the eighth mile. Centrifugal Superchargers, Turbochargers and Nitrous Combinations are restricted to specific dimensions/sizes to ensure overall class parity. All entries have the option to run either a 275 drag radial tire or 28inch by 10.6inch 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 NMRA 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 88mm	431	3200
6 Cylinder/4 Cylinder	Turbo 88mm	431	2750
Small Block	Nitrous	500	2500
Small Block	Supercharger 4.125" Inducer	480	2750
Small Block	Supercharger 4.200" Inducer	480	3050
Small Block	Turbo 80mm	480	2850
Small Block	Turbo 85mm	480	3050
Small Block	Turbo 88mm	480	3100
Big Block	Naturally Aspirated	750	2600
Big Block Conventional Head	Nitrous	up to 588	2950
Big Block Un-Conventional Head	Nitrous	up to 588	3050
Big Block Conventional Head	Nitrous	up to 650	3100
Big Block Un-Conventional Head	Nitrous	up to 650	3150
Big Block 5.00 bore space	Nitrous (single stage only)	up to 710	3150
Big Block 5.00 bore space	Nitrous (single stage only)	up to 740	3250

### NOTES:

Maximum CID for all small block boosted entries is 480 inches.

Maximum CID for all small block nitrous entries is 500 inches.

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

Maximum Deck Height for all small block entries is Ten (10.000) inches.

[Maximum Deck Height for Ford Big Block Combinations is 10.300 inches.](#)

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.

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

### **WEIGHT ADDITIONS/DEDUCTIONS**

Add 100 lbs. for M1 WITH Turbocharger (intercooler not permitted with M1)

Add 50 lbs. for M1 with Supercharger (intercooler not permitted with M1)

Add 50 lbs. for E85 (Intercooler permitted)

Add 50 lbs. for billet head (must be used with cast block only of stock bore space/deck height) (Mod Motor / Coyote exempt)

Add 50 lbs. for billet block (must be used with cast head only and be stock bore space/deck height) (Mod Motor / Coyote exempt)

[Add 50 lbs. for SR20 or equivalent BB cylinder head must maintain 20 deg. Valve Angle and conventional port layout](#)

Deduct 25 lbs. 2015 and newer Ford Mustang (S550) body/chassis combinations

Deduct 50 lbs. Leaf-spring style rear suspension vehicles

[Deduct 50 lbs. Stock Valve Angle RR \(23GM/20FORD/12 LS\)](#)

[Deduct 50 lbs. F1C-10.5\(from 4.00125 base weight\)](#)

[Deduct 50 lbs. 4150 carb/throttle body](#)

Deduct 50lbs for Stock Valve Raised Runner and 12\*-Down SB Heads (20\* Ford)

Deduct 75lbs for Stock Valve Angle, Inline and 13\*-Up SB Heads on Boosted Combinations (20\* Ford)

Deduct 100 lbs. [\(from 4.200 base weight\) for combos using Vortech V-30-102A or Procharger F-1A-104](#)

Deduct 100 lbs. GTX55-85 GTX55-88 GEN 1 (118 mm compressor exducer)

Deduct 100 lbs. plate nitrous system

Deduct 100 lbs. Small block boosted entries using 15 degree and above (18, 20, & 23 degree) inline valve heads.

Deduct 100 lbs. All nitrous powered entries using a cast single 4-barrel intake manifold.

Deduct 200 lbs. 365 CID and smaller pushrod engine combinations.

Deduct 300 lbs. Ford Modular engine combinations.

### **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.

Big Block & Small block nitrous are permitted water injection. All EFI Big Blocks will only be allowed 2 nitrous solenoids for a dry nitrous system and will only have 1 line per nozzle/per cylinder. (Using both sides of the fogger nozzle on a dry EFI NOS BB combo are permitted)(Cold nitrous systems permitted on big block combo and permitted on small block combo) All lines on big block combo must be visible and continuous from bottle to Y without interruption.

### **CENTRIFUGAL SUPERCHARGERS**

Centrifugal superchargers are allowed a maximum impeller inducer diameter of 4.200 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**

Single turbocharger limited to 88 mm maximum. (Garrett GTX55-88, Exile ETR-88, or = Forced Induction, Comp, Bullseye - mid frame or current (2013) Gen II Pro Mod MF88, PTE LF85 or LF88 turbos only). GARRET GTX GEN II Permitted. 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 or Clipped compressor wheel prohibited) Inducer dimensions will not exceed 3.462 inches and Exducer dimensions will not exceed 4.765 inches on MID FRAME turbos. Inducer dimensions will not exceed 3.462 inches and Exducer dimensions will not exceed 5.56 inches on LARGE FRAME turbos. 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. Any type of air to air or water to air intercooler permitted. Turbochargers w/nitrous-oxide prohibited except on 2-rotor, 4 cylinder, and inline 6 cylinder engines.

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. Use of intercooler with M1(Alcohol) 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**

[VP Racing Fuels gasoline, M1, C-85, and E-85 \(VP Racing Fuels C-85 recommended\) are the only fuels permitted. Diesel combinations must use VP Racing Fuels Torque Diesel. NMCA reserves the right to inspect fuel at any time during competition Failure to pass Fuel Check is grounds for disallowance of the run during competition and disqualification from the event during eliminations. VP Racing Fuel must read no greater than "0" on the Kavlico Model FT-K01 Fuel Check meter. Fuel is checked using various means. Samples given to Fuel Check Technical Inspectors are compared to data taken from known fuel samples provided by VP, adjusted for temperature, and within a tolerance determined by NMCA. Failure occurs when the sample](#)

~~readings fall outside those tolerances. NMCA specified VP Racing Fuels gasoline, M1 (Alcohol) and E85 are the only fuels permitted. The NMCA reserves the right to check fuel 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.~~

## **DRIVETRAIN: 2**

### **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. 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, STEERING & 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 controls 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 +/- 1inch 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 4<sup>th</sup> 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 NMRA 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 NMRA requires that all entries run the following decals:

1. NMRA Windshield Banner: Decal needs to be located on the top of the windshield or just above the windshield located on the body.
2. NMRA 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 standalone and to be only used for information gathering purposes.

### **BRACKET RACING AIDS**

The use of any bracket racings 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.