



2026 -

eff. 12/29/25

Outlaw 632

\$300 Entry

\$5000 - Winner

9-15 cars -Runner Up \$800

16 & more cars-Semis \$300

Any questions or concerns, please email chriskask@milandragway.com

Outlaw 632 – OL632

- 1/8 Mile – .400 Pro Tree – 16 Car Qualified Field – Pro Ladder
 - Chip draw every round, tower will do chip draw based off random numbers assigned to entries. This will be your number for the rest of the event. 1st rd callouts only, tower must be notified before chip draw. Only 1 bye run per event unless other car breaks

CLASS OVERVIEW

Nitrous Pro Street is a heads-up class designed for American production vehicles. Small block and big block engines with Nitrous or N/A combinations. Maximum engine size for small blocks is 500ci and big blocks are 650ci. Back-half style and full-tube chassis are permitted and have a maximum rear slick size of 35" x 17" x 16" Bias-Ply Slick.

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 Milan Dragway Race/Tech Director.

ENGINE, POWER ADDER, BASE CID, MAX JET SIZE – WEIGHT

- Small Block, N/A, up to 500 CI - **(No Minimum Weight)**
- Big Block, N/A, up to 640 CI - **(2250)**
- Small Block, Nitrous, up to 500 CI, No-Limit Jet Multi System - **(2375)**
- Big Block, Nitrous, up to 640 CI, .036 Max Jet - Single Kit – **(2550)**
- Big Block, Nitrous, up to 640 CI, .044 Max Jet - Single Kit - **(2750)**
- Big Block, Nitrous, up to 640 CI,.040 Max Jet - 2-Kit Max - **(2800)**



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- Big Block, Nitrous, up to 570 CI, No-Limit Jet Multi Kit System - **(2725)**
- Big Block, Nitrous, 571 to 599 CI, No-Limit Jet Multi Kit System - **(2825)**
- Big Block, Nitrous, 600 to 640 CI, No-Limit Jet Multi Kit System - **(2875)**

There will be a 5lb/per CID weight penalty assessed to all entries over their CID/base weight claimed.

WEIGHT ADDITIONS/DEDUCTIONS:

- Add **25lbs** for any combination using a lockup Trans or Converter.
- Add **50lbs** for GM or DRCE 4.900 bore space Nitrous combinations.
- Add **25lbs** for Entries using 4 forward gears, **50lbs** 5 forward gears
- Deduct **100lbs** for any Small Block nitrous combination with stock bore spacing.
- Deduct **100lbs** for Big Block Entries using Conventional Cast Cylinder Heads. Conventional head defined as maintaining valve angle ± 2 degrees of stock valve angle (no raised runners).
- Deduct **50lbs** for any combination using a Single Carburetor.
- Deduct **50 lbs** for any Nostalgia Body Style, see body section for clarification.
- Deduct **50 lbs** for any combination utilizing leaf springs as rear suspension •Deduct **75 lbs** for any combination utilizing 10.5W tires or smaller
- Deduct **25 lbs** for any combination utilizing 33.5" Tire or Smaller.
- NO WEIGHT ADDERS FOR Small Block Nitrous Combinations
- NO WEIGHT ADDERS FOR Big Block N/A 450 or under cubic inch combinations.
- NO WEIGHT DEDUCTS FOR 571 – 640 Big Block NO-LIMIT-Multi-System Nitrous Combinations
- Deduct **50 lbs** for Clutch

REQUIREMENTS & SPECIFICATIONS ENGINE: 1 ENGINE

Any aftermarket cast iron or aluminum engine block is permitted with any internal modifications. Billet blocks are permitted. Maximum engine size for small blocks is 500ci and big blocks are 650ci. Maximum bore spacing for all small block entries is 4.500 inches. Maximum bore spacing for all big block entries is 4.840 Chevy, 4.900 Ford (non-prostock style), Mopar 4.800, Pontiac 4.620, Oldsmobile 4.650, AMC 4.750 inches.

HARMONIC BALANCER

SFI Spec 18.1 balancer is required.

CYLINDER HEADS

Any aftermarket cast cylinder head is permitted. Billet cylinder heads are permitted. Maximum one spark plug per cylinder. Maximum two valves per cylinder.



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INTAKE MANIFOLD

Any intake manifold permitted.

NITROUS OXIDE

Nitrous push systems are prohibited.

The use of agents other than nitrous oxide as part of, or mixed in, the system is prohibited.

The use of water injection is prohibited.

All nitrous jets must be as-supplied, un-modified from the manufacturer and must be a concentric circle. Back Drilled Jets are prohibited. Brass Jets are prohibited.

All unused nitrous systems are required to be capped off at the point of entry. (IE: Nozzle and Spray Bars)

All Small Block and Big Block up to 570 CI entries are permitted to use a maximum of two 10lb nitrous bottles or one 12lb or 15lb nitrous bottle. Big Block 571-640 CI Nitrous Combinations are permitted one 10lb, 12lb or 15lb nitrous bottle only.

Any method of cooling the nitrous bottle inside the vehicle is strictly prohibited.

Bottle temperatures will be randomly checked before and/or after a run. If the bottle temperature is found to be colder than 65 degrees, the run will be disqualified.

Nitrous Lines: All entries are required to have one continuous, uninterrupted (no coiling) nitrous supply line from the nitrous bottle to the engine. Maximum length of nitrous supply line from nitrous bottle to nitrous supply solenoid is 15ft. The line from the valve to the engine cannot store/hold nitrous oxide when the system is not in use. N/A and Single Kit no progressive combos must have caps on all unused nitrous lines.

OIL RETENTION DEVICE

All entries must be equipped with a properly fitting lower engine ballistic/restraint device meeting SFI Spec 7.1. If a SFI Spec 7.1 device is not used, then a Milan Dragway accepted belly pan is required on all entries. 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.



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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 and 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 throttle body permitted. Maximum number of throttle bodies is two.

CARBURETOR

Any carburetor permitted. Maximum number of carburetors is two.

THROTTLE LINKAGE

Throttle must be manually operated by the driver's foot.

DRIVETRAIN: 2 CLUTCH, FLYWHEEL & FLYWHEEL SHIELD

Clutch and flywheel meeting SFI Spec 1.1 or 1.2 up to a three-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. Bruno drives are permitted.

MANUAL TRANSMISSION

Aftermarket transmissions with a maximum of 5 forward speeds are permitted. Clutchless transmissions are permitted. Pneumatic, electric, hydraulic, etc. shifters are permitted.



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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.

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.

SHOCKS/STRUTS

Aftermarket stock-type shocks/struts permitted.

FRONT SUSPENSION

Any aftermarket bolt-on or purpose-built front suspension system permitted.

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

Back-half style chassis and full chassis are permitted. 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.

WHEELBASE

Minimum 90 inches. Maximum wheelbase variation from left to right is 2 inches.



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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 AND WHEELS: 5 TIRES

Must be automotive type, designed for racing. Maximum rear slick size of 35"x 17" x 16" Bias-Ply Slick.

WHEELS

Aftermarket racing wheels permitted.

INTERIOR: 6 UPHOLSTERY

Factory door panels or door panels made of aluminum or carbon fiber are required. Aftermarket steering column is permitted. Aftermarket pedals are permitted.

BODY: 7

BODY

Body must maintain an overall factory OEM appearance for year, make and model being claimed.

Complete stock appearing front and rear bumpers are mandatory.

One-piece front ends are permitted and must retain a factory appearance. Light weight doors are permitted and must be functional from inside and outside of vehicle. Lift-off light weight deck lids are permitted.

Front overhang Extender permitted. Front Overhang not to exceed 45 inches, with or without extender. The frontend overhang is measured from the centerline of the front spindles.

BODY STYLE -more than 2 inch of stock wheelbase is plus 50 Lbs

HOOD & HOOD SCOOP

Hood scoops are permitted 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.

WINDSHIELD & WINDOWS



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OEM glass or NHRA approved Lexan is required.

WING/SPOILERS

Rear wing/spoiler is permitted. Any adjustments to the wing/spoiler during a run are prohibited.

TAILLIGHT/BRAKE LIGHTS

Functional taillights are mandatory.

FIREWALL

Firewall is required. Entries using a non-stock type firewall must use a firewall constructed from a minimum of .024 inch steel. The use of aluminum, magnesium or carbon fiber in the construction of a firewall is prohibited.

FLOOR

Driver's side floor pan must be steel and welded into place. The remainder of the floor section can be .024 inch steel or .032 inch aluminum. The use of magnesium is prohibited

WHEEL WELLS/TUBS

Rear wheel wells/tubs must be separate from each other and can be constructed from aluminum or carbon fiber.

ELECTRICAL: 8 BATTERY

A maximum of two batteries is allowed.

IGNITION

Maximum of one magneto and or distributor is allowed. Maximum of only one spark plug per cylinder is allowed. Magneto systems are limited to using a single 44 amp maximum output system. The use of multiple ignition coils (one per cylinder) instead of using a magneto or distributor is allowed. Any electronic ignition system is allowed.

STARTER

All entries must be self-starting from inside the vehicle.

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.



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BRACKET RACING AIDS

The use of any bracket racing aids such as optical sensors, stutter 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.

Delay box permitted in car, but is not permitted to serve any delay function between the release of the trans brake button and deactivation of trans brake circuit. The trans brake “output” terminal on delay box must be free of any wiring. The removed wire or wires can be piggy backed on the trans brake button input in most cases.

PRESSURIZED BOTTLES

A maximum of one pressurized container (excluding nitrous and fresh air systems) per vehicle is permitted.

Note: It is ultimately the competitor’s responsibility to familiarize themselves with the class requirements as well as **all IHRA safety requirements**. The competitor agrees they bear the ultimate responsibility when it comes to safety and how it complies with the Milan Dragway Class Rules and IHRA 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.