



E.T. HANDICAP RACING

**Stock-Body Vehicles, Altered-Body Vehicles,
Dragsters, Motorcycles, Snowmobiles,
All-Terrain Vehicles, and Electric Vehicles**

Each racetrack has the option of substituting its own selection of class titles and e.t. breaks.

Since quarter-mile elapsed times would not apply for eighth-mile racing, a style of competition common to E.T. handicap racing, some pertinent quarter-mile elapsed times are converted to eighth-mile figures: 9.90 = 6.30, 10.00 = 6.40, 11.00 = 7.00, 12.00 = 7.50, and 14.00 = 8.60.

The legality of certain devices (i.e., throttle stops, delay devices, etc.) may vary between divisions. Racers are advised to contact the respective division office for regulations within that geographic area.

Timed vehicle-control devices (counters, time displays, etc.), except as outlined under Class Requirements, are prohibited. Display or transmission of track location, time/distance data, etc. prohibited.

Data recorders are permitted in Advanced E.T. and Super Pro only. Data recorders (except for "playback"-type tachometers) are prohibited in all other E.T. classes.

Computers (except for OEM) are prohibited in all E.T. classes.

SECTION 4A - SUPER PRO, PRO, SPORTSMAN

7.50 (*4.50) seconds & slower

DESIGNATIONS

NHRA SUMMIT RACING SERIES NATIONAL CHAMPIONSHIP

SUPER PRO: 7.00 to 11.99

PRO: 9.00 to 13.99

SPORTSMAN: 12.00 to 19.99

References in this section identify performance limits for various equipment and safety applications.

Any vehicle except E.T. Motorcycle running faster than 135 mph must meet minimum requirements for 9.99-second vehicles including driver credentials and protective clothing. The 135-mph rule does not apply to E.T. Motorcycle. E.T. Motorcycle must comply with 9.99-second e.t. restrictions.

REQUIREMENTS & SPECIFICATIONS

ENGINE: 1

ENGINE

One internal-combustion automotive-type, motorcycle, or snowmobile engine permitted. Motorcycle or snowmobile-powered vehicles without reverse may not burn out across starting line. Harmonic balancer meeting SFI Spec 18.1 mandatory in any car running 10.99 (*6.99) or quicker. Maximum height of crankshaft centerline 36 inches for trucks running 12.00 and slower; 31 inches for trucks running 11.99 to 10.00; and 24 inches for trucks running 9.99 seconds and quicker. See General Regulations 1:1.

EXHAUST SYSTEM

Competition exhaust permitted. Exhaust must be directed out of car to rear, away from driver and fuel tank. For cars running quicker than 7.50 (*4.50), see Advanced E.T. Requirements. See General Regulations 1:3.

FUEL

Racing gasoline, gasoline, alcohol, gasohol, diesel, ethanol, natural gas, and propane permitted. Nitromethane prohibited.

FUEL SYSTEM

All fuel-tank filler necks located inside trunk must have filler neck vented to outside of body. Vented caps prohibited. All batteries, fuel lines, fuel pumps, or filler necks located inside trunk require complete bulkhead of at least .024-inch steel or .032-inch aluminum to isolate driver compartment from trunk. Fuel lines must be located outside driver compartment. Fuel tanks must be within confines of the body. See General Regulations 1:5.

INDUCTION

Any induction permitted. Electronic fuel injection must be closed, OEM-type system; i.e., may monitor only engine functions. Monitoring of vehicle performance criteria, wheel speed, driveshaft speed, vehicle acceleration, etc. by fuel-injection system prohibited. All aftermarket OEM-type electronic fuel injection must be NHRA-accepted. A current list of NHRA-accepted electronic-fuel-injection systems is available on NHRARacer.com. Open-loop systems permitted on production vehicles as equipped with OEM electronic fuel injection. See General Regulations 9:1.

Aftermarket water-methanol injection systems permitted. Must be installed and used per manufacturer's instructions. Tank, pump, lines, etc. may not be mounted inside the driver compartment.

When located inside trunk, a complete bulkhead of at least .024-inch steel or .032-inch aluminum is required to isolate driver compartment from trunk.

LIQUID OVERFLOW

Catch-can mandatory for coolant overflow; one-pint (16-ounce) minimum capacity. See General Regulations 1:7.

NITROUS OXIDE

Commercially available nitrous oxide permitted, including supercharged and turbocharged engines. Nitrous bottle(s) in driver compartment must be equipped with a relief valve and vented outside of driver's compartment. Bottle(s) must be stamped with a DOT-1800 pound rating and permanently mounted (no hose clamps or tie wraps). Hoses from bottle(s) to solenoid must be high-pressure steel-braided or NHRA-accepted hoses. Commercially available, thermostatically controlled, blanket-type warmer accepted. Any other external heating of bottle prohibited. See General Regulations 1:6.

OIL-RETENTION DEVICE

All vehicles permitted to utilize an NHRA-accepted lower engine oil-retention device. See General Regulations 1:8.

SUPERCHARGER, TURBOCHARGER

Permitted on gasoline, racing-gasoline, and alcohol-burning cars. Supercharger restraint system meeting SFI Spec 14.1 mandatory on Roots-type supercharger when alcohol is used as fuel. High-helix, centrifugal and screw-type supercharger permitted. Screw-type supercharger, manifold burst panel meeting SFI Spec 23.1 (in addition to panel in supercharger) plus restraint system meeting SFI Spec 14.21 mandatory. Supercharger drive must be belt, NHRA-accepted chain driver or NHRA-accepted gear drive. Supercharger restraint straps must be covered with a fire-resistant material. The blower restraint straps and fuel lines must be installed such that when the restraint straps are fully extended, no load is placed on any of the fuel lines. Air-to-air or water-to-air intercoolers permitted on turbocharged and centrifugal supercharged vehicles. See General Regulations 1:10.

VALVE COVERS

Cast or fabricated metal valve covers, using all attachment bolt holes, mandatory on supercharged, methanol-burning cars.

DRIVETRAIN: 2**CLUTCH, FLYWHEEL, FLYWHEEL SHIELD**

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 or cars powered by rotary engines running 13.49 (*8.25) 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. Cars with rotary engines running 11.49 (*7.35) or quicker must be equipped with a flywheel shield made of 1/4-inch-minimum-thickness steel plate completely surrounding the bellhousing 360 degrees, extending 1 inch forward and 1 inch rearward of the rotating clutch assembly; shield may not be notched or cut in any way. Shield must be securely attached to frame or frame structure, may be multi-piece. All rotary engine vehicles equipped with nitrous-oxide injection and/or turbo/supercharger running 9.99 or quicker or 135 mph must use a flywheel shield labeled as meeting SFI Spec 6.1 minimum. Cars for which an SFI Spec 6.1, 6.2, or 6.3 flywheel shield is not available may use an SFI flywheel shield from another application bolted to a motor plate that is bolted to the engine at all available bolt holes. See General Regulations 2:3, 2:5, 2:6, 2:10.

DRIVELINE

OEM production line all-wheel-drive vehicles permitted. Driveshaft loop required on all cars running 13.99 (*8.59) or quicker and utilizing slicks, except vehicles running 11.49 (*7.35) seconds or slower equipped with street tires. See General Regulations 2:4.

REAR END

Aftermarket axles and axle-retention device mandatory on any car running 10.99 (*6.99) or quicker or any car with locked differential. Cars running 10.99 (*6.99) or quicker that weigh more than 2,000 pounds with independent rear suspension without upper and lower (both) control arms must replace swing axle differential with conventional differential housing assembly. (Example: 1963-1982 Corvette). Cars with independent rear suspension using upper and lower (both) control arms may retain swing axle assembly regardless of weight or e.t. Must have 360-degree, minimum 1-inch-wide by 1/4-inch-thick axle retention loop on each axle. See General Regulations 2:11.

TRANSMISSION, Aftermarket Planetary

Transmission shield meeting SFI Spec 4.1 mandatory on any supercharged or turbocharged vehicle, or any vehicle burning methanol or nitrous oxide, running 9.99 seconds or quicker and equipped with aftermarket planetary transmission. See General Regulations 2:12, 2:13.

TRANSMISSION, Automatic

Spring-loaded, positive reverse lockout device and functional neutral safety switch mandatory. Transmission shield meeting SFI Spec 4.1 mandatory on any car running 10.99 (*6.99) or quicker or any car exceeding 135 mph. Automatic transmission flexplate meeting SFI Spec 29.1 and flexplate shield meeting SFI Spec 30.1 mandatory on cars running 9.99 (*6.39) or quicker or any car exceeding 135 mph. See General Regulations 2:12, 2:14.

BRAKES & SUSPENSION: 3**BRAKES**

Four-wheel hydraulic brakes mandatory on any bodied car running 7.99 (*4.99) or quicker. Minimum two rear-wheel (one caliper per wheel) hydraulic brakes mandatory on dragsters, Funny Cars, and any car running slower than 8.00 (*5.00) seconds. Dragsters running slower than 10.99 (*6.99) with a total car weight of 1,000 pounds or less and a one-piece rear axle may use a single brake rotor with dual calipers. See General Regulations 3:1.

STEERING

See General Regulations 3:3, 4:1.

SUSPENSION, Altered, Dragsters

Full automotive-type front suspension mandatory. Rigid mounted rear axles permitted. Minimum one hydraulic shock absorber per sprung wheel. Suspension optional on cars weighing 2,350 pounds or less with 100-inch or longer wheelbase. See General Regulations 3:2, 3:4, 3:5.

SUSPENSION, Stock-Bodied Cars

Full automotive-type suspension mandatory. Minimum one operating hydraulic shock absorber per wheel. Lightening of stock components prohibited. Rigid mounted suspensions prohibited. See General Regulations 3:2, 3:4, 3:5.

WHEELIE BARS

Permitted. Wheels must be nonmetallic. See General Regulations 3:6.

FRAME: 4**BALLAST**

Permitted. See General Regulations 4:2.

DEFLECTOR PLATE

Mandatory on rear-engine dragsters. See General Regulations 4:3.

GROUND CLEARANCE

Minimum 3 inches from front of car to 12 inches behind

centerline of front axle, 2 inches for remainder of car, except oil pan and headers. See General Regulations 4:5.

PARACHUTE

Mandatory on any car that runs 150 mph or faster. See General Regulations 4:8.

ROLL BAR

Roll bar mandatory in all cars (including T-tops) running 11.00 (*7.00) to 11.49 (*7.35), in convertibles running 11.00 (*7.00) to 13.49 (*8.25), and in all dune-buggy-type vehicles running 12.00 (*7.50) seconds and slower. Permitted in all cars. See General Regulations 4:10, 10:6.

ROLL CAGE

A roll cage is mandatory in cars running 10.99 (*6.99) or quicker or any car exceeding 135 mph. In full-bodied cars, with unaltered firewall, floor, and body (from firewall rearward, wheel tubs permitted), running between 10.00 (*6.40) and 10.99 (*6.99), roll bar permitted in place of roll cage. In convertibles running 10.99 or quicker or exceeding 135 mph, roll cage mandatory. See General Regulations 4:4, 4:11, 10:6.

ROLL-CAGE PADDING

Roll-cage padding meeting SFI Spec 45.1 mandatory on any vehicle running 9.99 (*6.39) and quicker. Padding must be used anywhere driver's helmet may come in contact with roll-cage components. See General Regulations 4:11, 10:6.

WHEELBASE

Minimum 85 inches, unless OEM was less and vehicle is equipped with OEM engine and drivetrain. Maximum wheelbase variation from left to right: 1 inch. Dragsters: 2 inches. Minimum front tread width: 26 inches on any dragster.

TIRES & WHEELS: 5**TIRES**

Racing slicks permitted. Minimum diameter of 13 inches on front tires of any dragster. See General Regulations 5:1.

WHEELS

Must be automotive-type wheels suitable for street use. Minimum wheel size: 13 inches (unless originally equipped with smaller wheels and vehicle is equipped with original engine). The thread engagement on all wheel studs to the lug nut, or lug bolt to wheel hubs, must be equivalent to or greater than the diameter of the stud. Length of the stud/bolt does not determine permissibility; length of the engagement between the stud and lug determines permissibility. Automotive-type wire wheels or motorcycle wheels permitted on front axle only of dragsters weighing 1,800 pounds or less. See General Regulations 5:2.

INTERIOR: 6**SEATS**

Properly braced, framed, and supported seats constructed of aluminum, fiberglass, carbon fiber, or double-layer poly (automotive accessory seats) permitted. See General Regulations 6:2.

SHEET METAL

Driver-compartment interior must be aluminum, steel, NHRA-accepted carbon fiber, or fiberglass. Magnesium prohibited.

UPHOLSTERY

Optional. See General Regulations 6:2.

WINDOW NET

A ribbon-type or SFI 27.1 mesh-type window net is mandatory for any full-bodied car running 7.50 (*4.50) to 9.99 (*6.39) or if vehicle runs 135 mph or faster. See General Regulations 6:3.

BODY: 7**AIRFOIL**

Altered, dragsters: A positive-locking device mandatory on all airfoils. Side-mount canard-type wings permitted. No part of wing may be within 6 inches of a tire. Front overhang may not project more than 30 inches forward of front spindle.

Bodied vehicles: Non-OEM airfoils permitted, must be permanently attached to frame or roll cage, non-adjustable during run.

BODY

Altered-body vehicles: May be chopped, channeled, sectioned, streamlined, etc. Sedan delivery, pickup trucks (maximum, one ton), or sedan pickups (Ranchero, El Camino) permitted. Fiberglass bodies permitted. Door hinges on any lift-off door must have safety pins or locks.

Dragsters: Body and cowl must be constructed of metal, fiberglass, or carbon fiber and extend forward to firewall. Driver compartment must be designed to prevent driver's body or limbs from making contact with wheels, tires, exhaust system, or track surface should an incident occur. Subflooring independent of car body is mandatory in dragster that allows driver's legs to rest on belly pan or chassis. On front-engine cars, intake scoop may not extend more than 11 inches above height of carburetor top. Front wheel fairings prohibited.

Full-bodied vehicles: Must have full top and windshield. All full-bodied cars must have two driver exits. Four stock production fenders mandatory, fiberglass duplicates permitted. Fenders may be trimmed for tire clearance; altered fenders must have edges re-rolled or beaded.

FIREWALL

Mandatory. See General Regulations 6:1, 7:4.

FLOOR

Mandatory. See General Regulations 6:1, 7:5.

HOOD

Optional. Carburetors must be covered by flash shield or scoop. Hood scoop permitted. See General Regulations 1:4, 7:6.

WINDSHIELD, WINDOWS

Altered, dragsters: Optional. Windscreen mandatory. See General Regulations 7:7, 7:8.

Stock-bodied vehicles: Mandatory, must be in good condition and free from cracks. May be replaced with shatterproof material, 1/8-inch-minimum thickness. OEM windshield may not be cut for scoops, carb, etc. Windshield/window tint must meet the applicable state requirements. Windows must be closed during races, need not be operable. Decals permitted on rear quarter and rear window only. See General Regulations 7:8.

ELECTRICAL: 8**BATTERIES**

Batteries must be securely mounted, may not be located in driver compartment. See General Regulations 8:1.

DELAY BOX/DEVICE

Permitted in Advanced E.T. and Super Pro only. Pneumatic starting-line enhancers are permitted in Advanced E.T. and Super Pro only. See General Regulations 8:2.

IGNITION

Timed ignition-interruption devices (stutter boxes) prohibited. Starting-line and/or "high-side" rev limiters permitted. Two-steps,

rev limiters, or any other rpm-limiting devices, legal unto themselves but altered or installed so as to function as a down-track rpm controller, prohibited.

All wiring associated with the ignition system must be fully visible, labeled, and traceable. See General Regulations 8:3.

INSTRUMENTS

One tachometer allowed. Driveshaft sensor may be connected to either the tachometer OR the data recorder, but not both. Must be one single wire, with no splices, and easily traceable.

MASTER CUTOFF

Mandatory on any car with a battery running 9.99 (*6.39) or quicker, any car exceeding 135 mph, or on any car where the battery is relocated into the trunk area. See General Regulations 8:4.

TAILLIGHTS

One functional taillight mandatory. Flashing, blinking, or strobe lights prohibited. See General Regulations 8:6.

SUPPORT GROUP: 9

COMPUTER

Prohibited. See General Regulations 9:1.

DATA RECORDER

Data recorders are permitted in Advanced E.T. and Super Pro only. Data recorders (except for "playback"-type tachometers) are prohibited in all other E.T. classes. See General Regulations 9:2.

FIRE-EXTINGUISHER SYSTEM

Permitted; must be securely mounted. See General Regulations 9:3.

PUSH BAR

Push bar must be designed to prevent push car from riding up on rear wheel of open-wheeled race cars. See General Regulations 9:9.

TOW VEHICLES

Permitted in Super Pro only. See General Regulations 9:12.

WARM-UPS

See General Regulations 9:5, 9:14.

DRIVER: 10

ARM RESTRAINTS

Mandatory in open-bodied cars running 11.99 (*7.49) or quicker. See General Regulations 6:3, 10:3.

CREDENTIALS

Valid NHRA competition license mandatory for cars running 9.99 (*6.39) or quicker. Valid state- or government-issued driver's license beyond a learner's-permit level mandatory for cars running 10.00 (*6.40) or slower. See General Regulations 10:4.

DRIVER RESTRAINT SYSTEM

Seat belt mandatory in all cars. Three-inch driver restraint system meeting SFI Spec 16.1 mandatory in any car running 11.49 (*7.35) or quicker, in convertibles running 13.49 (*8.25) or quicker, and all dune-buggy-type vehicles running 12.00 (*7.50) or slower. SFI 16.1 restraint system, when required, includes crotch strap and must be updated at two-year intervals from date of manufacture. See General Regulations 10:5, 10:11.

HEAD PROTECTOR

Mandatory on any car with a roll bar or roll cage. See General Regulations 10:6.

HELMET

For all 10.00 to 13.99 closed-bodied cars, either an open-face or a full-face Snell M2005, M2010, M2015, K2005, SA2005,

SA2010, SA2015, SFI 31.1/2005, 31.1/2010, 31.1/2015 or 41.1/2005 helmet with or without a shield is mandatory.

For all 10.00 and slower dune-buggy-type vehicles and all 10.00 to 13.99 open-bodied front-engine or rear-engine supercharged, turbocharged, nitrous, or naturally aspirated cars, a full-face Snell M2005, M2010, M2015, K2005, SA2005, SA2010, or SA2015 helmet and shield mandatory (goggles prohibited).

For all 9.99 and quicker closed-bodied cars, a full-face Snell M2005, M2010, M2015, K2005, SA2005, SA2010 or SA2015 helmet mandatory; shield permitted (goggles prohibited).

For all 9.99 and quicker open-bodied front-engine or rear-engine supercharged, turbocharged, or nitrous cars, a full-face Snell SA2005, SA2010, or SA2015 helmet and shield mandatory (goggles prohibited).

For all 9.99 or quicker open-bodied front-engine or rear-engine naturally aspirated cars, a full-face Snell M2005, M2010, M2015, K2005, SA2005, SA2010, or SA2015 helmet and shield mandatory (goggles prohibited). See General Regulations 10:7.

NECK COLLAR

Neck collar meeting SFI Spec 3.3 mandatory in all cars running 9.99 (*6.39) or quicker or cars exceeding 135 mph. A head and neck restraint device/system may be used in lieu of a neck collar. See General Regulations 10:8.

If SFI Spec 3.3 neck collar is required and driver opts to use head and neck restraint system instead, then SFI Spec 3.3 head sock or SFI Spec 3.3 skirted helmet mandatory.

PROTECTIVE CLOTHING

Full-length pants; short- or long-sleeved shirt; closed shoes; and socks. No shorts. No tank tops. No open-toe or open-heel shoes or sandals. Synthetic clothing not recommended.

10.00 (*6.40) to 13.99 (*8.59); all E.T. non-OEM supercharged, non-OEM turbocharged, or nitrous-equipped cars with an OEM or .024-inch steel firewall: Jacket meeting SFI Spec 3.2A/1 mandatory.

10.00 (*6.40) to 13.99 (*8.59); all E.T. supercharged, turbocharged, or nitrous-equipped cars without a full OEM or .024-inch steel firewall: Jacket meeting SFI Spec 3.2A/5 and gloves meeting SFI Spec 3.3/1 mandatory.

9.99 (*6.39) to 7.50 (*4.50) front-engine open-bodied vehicles with nitrous oxide, supercharger, or turbocharger(s): Jacket and pants meeting SFI Spec 3.2A/15, gloves, and shoes or boots meeting SFI Spec 3.3/5 mandatory.

9.99 (*6.39) to 7.50 (*4.50) closed-bodied vehicles without an OEM or full .024-inch steel firewall with nitrous oxide, supercharger, or turbocharger(s): Jacket and pants meeting SFI Spec 3.2A/15, gloves meeting SFI Spec 3.3/5, and shoes or boots meeting SFI Spec 3.3/5 mandatory.

10.00 (*6.40) to 11.49 (*7.35); all E.T. naturally aspirated, OEM supercharged, or OEM turbocharged with a full OEM or .024-inch steel firewall: Jacket meeting SFI Spec 3.2A/1 mandatory.

9.99 (*6.39) to 7.50 (*4.50) or any vehicle exceeding 135 mph: Jacket and pants meeting SFI Spec 3.2A/5 and gloves meeting SFI Spec 3.3/1 mandatory, except as noted above.

All open-body vehicles running 11.99 or quicker: Gloves meeting SFI Spec 3.3/1 and arm restraints mandatory, except as noted above.

Dune-buggy or dune-buggy-type vehicles, 12.00 (*7.50) or slower: Jacket meeting SFI Spec 3.2A/1, gloves meeting SFI Spec 3.3/1, and arm restraints mandatory.

Any vehicle with an automatic transmission in driver compartment (no floor covering transmission): Jacket and pants or suit meeting SFI Spec 3.2A/15, gloves meeting SFI Spec 3.3/5, and boots or shoes meeting SFI Spec 3.3/5 mandatory.

9.99 and faster, any vehicle, supercharged or turbocharged with alcohol: Suit meeting SFI Spec 3.2A/15, gloves and boots meeting SFI Spec 3.3/5 mandatory.

SECTION 4B - ADVANCED E.T.

6.00 (*3.66) to 7.49 (*4.49) seconds

Requirements and specifications for Advanced E.T. are the same as those for E.T. handicap racing - Section 4A - with the following exceptions:

For cars running between 7.49 (*4.49) and 6.00 (*3.66) seconds.

Computers (except OEM) are prohibited in all E.T. brackets.

REQUIREMENTS & SPECIFICATIONS

ENGINE: 1

ENGINE

Harmonic balancer meeting SFI Spec 18.1 mandatory.

EXHAUST

Double-pipe or thermal-wrapped insulated headers mandatory on supercharged, methanol-burning bodied cars. Insulation must extend to start of bend in headers at bottom of body.

NITROUS OXIDE

Nitrous oxide prohibited on supercharged or turbocharged engines, except when diesel fuel used. See General Regulations 1:6.

OIL-RETENTION DEVICE

All vehicles running 7.49 or quicker must utilize an NHRA-accepted lower engine oil-retention device; may use a belly pan in lieu of a device attached to the engine. The belly pan must extend from framerail to framerail and extend forward of the harmonic balancer and rearward to rear engine plate and must incorporate a minimum 2-inch-high lip on all sides. A nonflammable, oil-absorbent liner mandatory inside of retention device. See General Regulations 1:8.

SUPERCHARGER

Use of high-helix supercharger permitted. Screw-type superchargers permitted. Screw-type supercharger must meet SFI Spec 34.1 and be reinspected by the manufacturer every three years. Manifold burst panel meeting SFI Spec 23.1 (in addition to panel in supercharger) plus restraint system meeting SFI Spec 14.21 mandatory on all screw-type superchargers. All other superchargers, restraint system meeting SFI Spec 14.1 mandatory. Supercharger restraint straps must be covered with a fire-resistant material. The blower restraint straps and fuel lines must be installed such that when the restraint straps are fully extended no load is placed on any of the fuel lines. See General Regulations 1:10.

DRIVETRAIN: 2**CLUTCH, FLYWHEEL, FLYWHEEL SHIELD**

Flywheel and clutch meeting SFI Spec 1.1, 1.2, 1.3, or 1.4 mandatory. Flywheel shield meeting SFI Spec 6.2 or 6.3 mandatory on all supercharged or turbocharged cars and all cars using nitrous oxide. Flywheel shield meeting SFI Spec 6.2 or 6.3 mandatory on all cars using SFI Spec 1.2 clutch with more than two discs or SFI Spec 1.3 or 1.4 clutches with two discs maximum. Flywheel shield meeting SFI Spec 6.2 mandatory on all cars using SFI 1.3 or 1.4 clutches with more than two discs. Cars for which an SFI Spec 6.2 or 6.3 flywheel shield is not available may use an SFI flywheel shield from another application bolted to a motor plate that is bolted to the engine at all available bolt holes, or use a fabricated shield made of 1/4-inch-thick steel, surrounding the bellhousing 360 degrees, extending 1 inch forward and 1 inch rearward of the rotating clutch assembly. Shield must be securely attached to frame or frame structure; may be multi-piece. All rotary engine vehicles must be equipped with a flywheel shield meeting SFI Spec 6.2 or 6.3 minimum. Multi-disc clutch assembly for supercharged, nitrous-oxide injected, and turbocharged vehicles must meet SFI Spec 1.5. See General Regulations 2:3, 2:5, 2:6, 2:10.

DRIVELINE

All full-bodied vehicles, where the OEM floor has been removed, each end of driveshaft must have round 360-degree driveshaft loops within 6 inches of U-joints. Additionally, driveshaft must be covered by 360-degree tube, covering the front U-joint and extending rearward a minimum 12 inches. Minimum thickness of tube is .050-inch chromoly or titanium. Driveshaft tube must utilize a minimum of four attachment points to the chassis, either bolted with minimum 5/16 SAE bolts or welded or 1/4-inch push/pull pins. See General Regulations 2:4.

REAR END

Aftermarket axles and axle-retention devices mandatory. Welded spider gears prohibited. Wheel studs must be 5/8-inch minimum. Aftermarket full-floating or live axle assembly permitted. Independent rear suspension prohibited.

TRANSMISSION, Aftermarket Planetary

Transmission shield meeting SFI Spec 4.1 mandatory. See General Regulations 2:12, 2:13.

TRANSMISSION, Automatic

Transmission shield meeting SFI Spec 4.1 mandatory. Automatic transmission flexplate meeting SFI Spec 29.1 and flexplate shield meeting SFI Spec 30.1 mandatory. See General Regulations 2:12, 2:14.

BRAKES & SUSPENSION: 3**BRAKES**

Four-wheel hydraulic brakes mandatory on any bodied car. Minimum two rear-wheel (one caliper per wheel) hydraulic brakes mandatory on dragsters and Funny Cars. See General Regulations 3:1.

STEERING

If removable steering wheel is used, commercially available quick-disconnect steering-wheel adapter meeting SFI Spec 42.1 mandatory. See General Regulations 3:3.

FRAME: 4**PARACHUTE**

Mandatory. See General Regulations 4:8.

ROLL CAGE

Full-bodied cars must meet SFI Spec 25.1, 25.2, or 25.3; Funny

Cars and open-bodied altered cars must meet SFI Spec 10.1 or 10.2. All front-engine dragsters must meet SFI Spec 2.2 or 2.4. All rear-engine dragsters must meet SFI Spec 2.1 or 2.5. See General Regulations 4:4, 4:11, 10:6.

ROLL-CAGE PADDING

Roll-cage padding meeting SFI Spec 45.1 mandatory anywhere driver's helmet may come in contact with roll-cage components. See General Regulations 4:11.

INTERIOR: 6**UPHOLSTERY**

For all front-engine open-bodied vehicles supercharged or turbocharged (gasoline- or methanol-burning), a flame-retardant-material-covered seat is mandatory.

WINDOW NET

An SFI 27.1 ribbon-type or mesh-type window net is mandatory on any full-bodied car running 6.00 (*3.66) to 7.49 (*4.49). SFI 27.1 window net, when required, must be updated at two-year intervals from the date of manufacture. See General Regulations 6:3.

BODY: 7**AIRFOILS**

Non-OEM airfoils or wings permitted on stock bodied vehicles; must be permanently attached to frame or roll cage, non-adjustable during run.

SUPPORT GROUP: 9**DATA RECORDERS**

Data recorders are permitted in Advanced E.T. and Super Pro only. Data recorders (except for "playback"-type tachometers) are prohibited in all other E.T. classes.

FIRE EXTINGUISHER SYSTEM

Minimum 5-pound NHRA-accepted system mandatory on all cars, except rear-engine cars WITHOUT an enclosed cockpit. Minimum 20-pound NHRA-accepted system mandatory on all front-engine open-bodied vehicles with supercharger or turbocharger(s) and all supercharged methanol-burning cars (full-bodied or Funny Car). System must be divided with a minimum one nozzle directed into the driver compartment and minimum one nozzle directed into the engine compartment. See General Regulations 9:3 for NHRA-accepted fire extinguishing agents.

TOW VEHICLES

Permitted. See General Regulations 9:12.

DRIVER: 10**ARM RESTRAINTS**

Mandatory in open-bodied cars and Funny Cars. See General Regulations 6:3, 10:3.

CREDENTIALS

Valid NHRA competition license mandatory. See General Regulations 10:4.

DRIVER RESTRAINT SYSTEM

Three-inch driver restraint system meeting SFI Spec 16.1 mandatory. All belts used in open-bodied front-engine supercharged methanol-burning vehicles must be covered with a fire-resistant covering. Restraint system must be updated at two-year intervals from date of manufacture. See General Regulations 10:5.

HELMET

For all closed-bodied cars, a full-face Snell M2005, M2010,

M2015, K2005, SA2005, SA2010, or SA2015 helmet mandatory; shield mandatory (goggles prohibited).

For all open-bodied front-engine or rear-engine supercharged, turbocharged, or nitrous cars, a full-face Snell SA2005, SA2010, or SA2015 helmet and shield mandatory (goggles prohibited).

For all open-bodied naturally aspirated gasoline- or methanol-burning cars, a full-face Snell M2005, M2010, M2015, K2005, SA2005, SA2010, or SA2015 helmet and shield mandatory (goggles prohibited). See General Regulations 10:7.

NECK COLLAR/HEAD AND NECK RESTRAINT DEVICE/SYSTEM

A head and neck restraint device/system meeting SFI 38.1 is mandatory and must display a valid SFI label. At all times that the driver is in the race vehicle, from the ready line until the vehicle is on the return road, driver must properly utilize an SFI 38.1 head and neck restraint device/system, including connecting the helmet as required for full functionality of the device. The SFI 38.1 head and neck restraint device/system, when connected, must conform to the manufacturer's mounting instructions, and it must be configured, maintained, and used in accordance with the manufacturer's instructions. See General Regulations 10:8.

PROTECTIVE CLOTHING

Jacket and pants or suit meeting SFI Spec 3.2A/15, gloves meeting SFI Spec 3.3/5, and boots or shoes meeting SFI Spec 3.3/5 mandatory, except front-engine open-bodied vehicles with supercharger or turbocharger(s): Jacket and pants or suit meeting SFI Spec 3.2A/20, gloves meeting SFI Spec 3.3/15, and boots or shoes meeting SFI Spec 3.3/15 mandatory. An SFI 3.3 head sock or SFI 3.3 skirted helmet is required on all open-bodied cars or all cars 7.49 and quicker, where a neck collar is not used. See General Regulations 10:10.

SECTION 4C- E.T. MOTORCYCLE 7.50 (*4.50) seconds & slower

DESIGNATION

ET/MC, preceded by rider number. For motorcycles running 7.50 (*4.50) seconds or slower. Unaltered OEM production Can-Am Spyder three-wheel motorcycle permitted. All other three-wheel vehicles prohibited.

Competition structure will be conducted in an e.t. dial-your-own format. Competition with snowmobiles and other types of vehicles permitted.

Data recorders are permitted in Advanced E.T. and Super Pro only. Data recorders (except for "playback"-type tachometers) are prohibited in all other E.T. classes.

Computers (except for OEM) are prohibited in all E.T. brackets.

REQUIREMENTS & SPECIFICATIONS

ENGINE: 1

ENGINE

Must be stock-type engine specifically designed and manufactured for production motorcycle use. Snowmobile engines permitted. Automobile, aircraft, or marine engines prohibited. All engines must be self-starting; push or roller starts prohibited.

EXHAUST

Exhaust must be directed away from rider when in riding position.

FUEL

Racing gasoline, gasoline, gasohol, methanol, propane, natural gas, and ethanol permitted. Nitromethane prohibited.

FUEL SYSTEM

Fuel-shutoff valve mandatory.

INDUCTION

Any induction permitted. Electronic fuel injection must be closed, OEM-type system; i.e., may monitor only engine functions. Monitoring of vehicle performance criteria, wheel speed, driveshaft speed, vehicle acceleration, etc. by fuel-injection system prohibited. All aftermarket OEM-type electronic fuel injection must be NHRA-accepted. A current list of NHRA-accepted electronic-fuel-injection systems is available on NHRARacer.com. Open-loop systems permitted on production motorcycles as equipped with OEM electronic fuel injection. See General Regulations 9:1.

NITROUS OXIDE

Commercially available nitrous oxide permitted. Bottles must be stamped with a DOT-1800 pound rating and permanently mounted (no hose clamps or tie wraps). Hoses from bottle(s) to solenoid must be high-pressure steel-braided or NHRA-accepted hoses. Commercially available, thermostatically controlled, blanket-type warmer accepted. Any other external heating of bottle(s) prohibited.

SUPERCHARGER/TURBOCHARGER

Permitted.

DRIVETRAIN: 2**CHAIN AND/OR BELT GUARDS**

Mandatory. Must have front and rear chain guards to cover the width and at least the top run to the centerline of the sprocket of any chains or belts. The clutch assembly must have at least half of the side surface covered. The guards should be .060-inch steel or 1/8-inch aluminum unless otherwise stock equipped and be securely mounted.

BRAKES & SUSPENSION: 3**BRAKES**

Operational front and rear brakes mandatory. Drilled disc brakes may be used if commercially manufactured or they meet the following requirements:

- A. The original diameter must be maintained.
- B. Minimum thickness: 3/16-inch.
- C. Maximum hole size: 1/2-inch with all holes countersunk.
- D. No two holes closer than 1 1/4 inches, center to center.
- E. Mechanical front disc brakes permitted in all classes.

CONTROLS

Handlebars must measure at least 22 inches overall with the grips removed. Snap-back throttle mandatory. Brake pedals must remain stock. Any shifter that can be operated from the foot-peg location with the foot on the peg will be permitted. Hand operation of the foot shifter prohibited; both hands must remain on the handlebars at all times. After leaving starting line the rider's feet must remain on the pegs. Electronic throttle stops and/or shifters permitted.

SUSPENSION

Front suspension must have a minimum of 1 1/2 inches of travel. Bolt on tie-down permitted on street legal motorcycle, without wheelie bars, only. Steering dampener permitted.

WHEELIE BARS

Optional. Maximum length may be equal to, but may not exceed, the wheelbase of the motorcycle. Wheelie-bar length is measured from center of rear axle to center of wheelie-bar wheel.

FRAME: 4**FRAME**

Must be motorcycle type. Scooters, mopeds, bicycle parts prohibited.

GROUND CLEARANCE

Minimum 2 inches.

TIRES & WHEELS: 5**TIRES**

Automotive tires permitted. See General Regulations 5:1.

WHEELS

Automotive wheels permitted. Wheel studs on automotive-type wheels must project into hex part of lug nut by at least one diameter of the stud. See General Regulations 5:2.

BODY: 7**REAR FENDER**

Rear fender must cover the full width of the rear tire and extend behind the rear axle and forward below seat position.

ELECTRICAL: 8**IGNITION**

Timed ignition-interruption devices (stutter boxes) prohibited. Starting-line and/or "high-side" rev limiters permitted. Two-steps, rev limiters, or any other rpm-limiting devices, legal unto themselves but altered or installed so as to function as a down-track rpm controller, prohibited. See General Regulations 8:1, 8:3, 8:4, 8:5.

IGNITION SHUTOFF

Motorcycles 10.99 (*6.99) seconds or quicker must be equipped with a positive ignition cutoff switch attached to the rider with a lanyard. OEM cutoff permitted in place of lanyard. Switch must be on low-voltage side of the ignition circuit. Many stock machines are equipped with a handlebar-mounted thumb switch that can have a lanyard easily attached for the above purpose.

STARTER

All engines must be self-starting; plug-in electric starters permitted. Push or roller starts prohibited.

TAILLIGHT

One functional taillight mandatory. See General Regulations 8:6.

SUPPORT GROUP: 9**COMPUTER/DATA RECORDER**

Prohibited. See General Regulations 9:1, 9:2.

PRESSURIZED BOTTLES

Any pressurized container must be stamped with DOT-1800 pound rating and be securely mounted. Swing arm may be pressurized, maximum pressure 150psi. Gauge must be installed to monitor pressure. See General Regulations 9:8.

RIDER: 10**CREDENTIALS**

Valid NHRA competition license mandatory for riders of all motorcycles running 9.99 (*6.39) or quicker. Valid state- or government-issued driver's license beyond a learner's-permit

level mandatory for riders of motorcycles 10.00 (*6.40) or slower. See General Regulations 10:4.

HELMET

Full-face Snell M2005, M2010, M2015, K2005, SA2005, SA2010, or SA2015 helmet mandatory; shield mandatory (goggles prohibited). See General Regulations 10:7.

PROTECTIVE CLOTHING

Full all-leathers or SFI Spec 40.1/2 suit mandatory on motorcycles running 120 mph or faster. Two-piece suits must be joined together with a metal 360-degree zipper at the waist. SFI Spec 40.1/1 or 40.1/2 suit or leather jacket, leather boots/shoes above the ankle, and leather gloves are mandatory on ALL motorcycles. Gloves must be Kevlar-lined or equipped with slide buttons. See General Regulations 10:10.

SECTION 4D - ADVANCED E.T. MOTORCYCLE

6.00 (*3.66) to 7.49 (*4.49) seconds

*Requirements and specifications for
Advanced E.T. Motorcycle are the same as
those for E.T. Motorcycle - Section 4C -
with the following exceptions:*

DESIGNATION

AD/MC, preceded by competition number.

For motorcycles running between 7.49 (*4.49) and 6.00 (*3.66) seconds. Handicapped start utilizing full Tree or Pro start.

REQUIREMENTS & SPECIFICATIONS**BRAKES & SUSPENSION: 3****BRAKES**

Hydraulic brakes, front and rear, mandatory. Minimum sizes: front, 9-inch diameter x 1/8-inch width for dual rotors, 11-inch diameter x 3/16-inch width for single rotor. Rear, 10-inch diameter x 3/16-inch width. Steel-braided brake lines mandatory.

RIDER: 10**CREDENTIALS**

Valid NHRA competition license mandatory: Class 2, Type D.

SECTION 4E - E.T. SNOWMOBILE

7.50 (*4.50) seconds & slower

DESIGNATION

SM, preceded by competition number.

For snowmobiles running 7.50 (*4.50) and slower. All snowmobiles must be factory-production assembled, showroom available, and in the hands of the general public.

Competition structure will be conducted in an e.t. dial-your-own format. Competition with motorcycles and other types of vehicles permitted.

Data recorders are permitted in Advanced E.T. and Super Pro only. Data recorders (except for "playback"-type tachometers) are prohibited in all other E.T. classes.

Computers (except for OEM) are prohibited in all E.T. brackets.

REQUIREMENTS & SPECIFICATIONS

ENGINE: 1

ENGINE

Must be specifically designed and manufactured for production snowmobile or personal watercraft use. Engine modifications permitted. Automobile, motorcycle, or aircraft engines prohibited.

COOLING SYSTEM

Quick-disconnect system permitted.

EXHAUST

Any functionally silenced exhaust permitted. Exhaust-system emission pipe must not protrude more than 3 inches beyond the chassis or hood. Exhaust-gas-temperature gauge permitted; may connect to exhaust system only.

FUEL

Racing gasoline, gasoline, and methanol permitted. Nitromethane prohibited.

NITROUS OXIDE

Commercially available nitrous oxide permitted. Bottles must be stamped with a DOT-1800 pound rating and permanently mounted (no hose clamps or tie wraps). Hoses from bottle(s) to solenoid must be high-pressure steel-braided or NHRA-accepted hoses. Commercially available, thermostatically controlled, blanket-type warmer accepted. Any other external heating of bottle(s) prohibited.

SUPERCHARGER/TURBOCHARGER

OEM permitted. Aftermarket prohibited except in eighth-mile.

THROTTLE

Throttle must be located in OEM location and must operate in OEM configuration.

DRIVETRAIN: 2

CLUTCH

Must be specifically designed and manufactured for snowmobile use.

Chains, pulleys, belts, and exposed moving parts must be isolated from the driver and other competitors by securely mounted shield(s) capable of retaining all accidental explosions and component impacts. No holes may be drilled in protective shields.

OEM clutch covers/guards are permitted only when the unmodified OEM engine (or unmodified factory designated replacement) is used.

Modified engines require a clutch cover/guard that provides 360-degree elliptical coverage in the direction of clutch/belt travel. The clutch cover/guard must be minimum .090-inch 2024T3, 6061T6, or 7075T6 aluminum or .060-inch steel and be covered with securely fastened, 6-inch-wide, industrial-type belt. Belting material must be minimum 1/8-inch thick and minimum two-ply construction, with at least one side rubber-coated. Clutch cover/guard constructed of minimum .125-inch 2024T3, 6061T6, or 7075T6 aluminum or minimum .090-inch steel are exempt from the belting-cover requirement. Snowmobiles with bolted/removable side panels may have clutch cover/guard bolted to side panels. Clutch cover/guard must be separate from the cowl.

DRIVE TRACK

Track must be of a flat-type configuration. Paddles, studs, and/or spikes prohibited. Track must be OEM, OEM replacement, or NHRA-accepted aftermarket specifically designed for asphalt competition. All snowmobiles 9.99 seconds or quicker must use aftermarket asphalt competition track. Track lubrication systems prohibited. Track must be free of visible signs of excessive wear. Manufacturer's logo and serial number must be retained and appear on left side of aftermarket competition tracks.

SKID FRAME

Skid frame must maintain OEM width. Wheels may be removed.

SKIS AND WHEELS

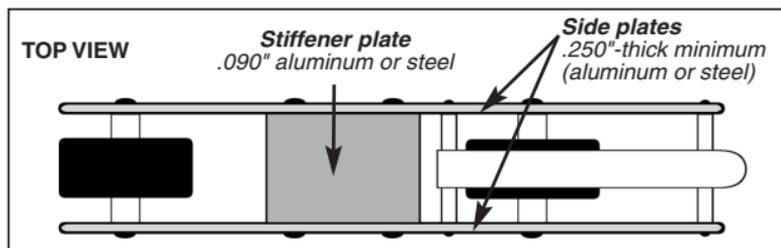
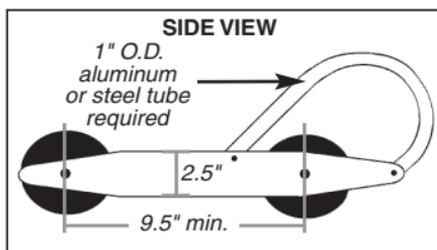
All drive and steering wheels must be of a rubber specifically designed for snowmobile use on a dry surface and installed so as to keep skis from coming in contact with racing surface. Maximum four wheels per ski permitted. Carbides prohibited. All skis must be OEM steel or aftermarket aluminum or steel. Aftermarket skis must be constructed according to the following minimum standards. Square angles on the side plate at the front of the ski are prohibited; must have beveled edge. See illustration.

BRAKES & SUSPENSION: 3**BRAKES**

Must be OEM type. Any additional assembly must be added onto the drive axle shaft. Axle shaft may be lengthened to accommodate the additional brake.

SUSPENSION

All snowmobiles must have a minimum 1 inch of travel in the track suspension. Only steel springs will be permitted. Externally activated suspension systems prohibited. Hyfax must be removed. Bogie wheels must be used on each side of the rear suspension to prohibit the slide rails from coming in contact with the rubber track surface. Use of any external slide-rail lubrication system prohibited. Steel coilover or leaf spring permitted.

**CHASSIS: 4****CHASSIS**

Chassis must be OEM stock qualified. Any modifications that alter the stock appearance of the tunnel are prohibited.

FUEL TANK

Aftermarket fuel tank may replace OEM fuel tank. Oil injection tank may be used as fuel tank. OEM appearance of snowmobile must be retained. Pressurized fuel tank prohibited.

SNOW FLAP

All snowmobiles must be equipped with an OEM rear snow flap for the specific model, fastened to the tunnel in a manner that prohibits the snow flap from being drawn into the rear tunnel enclosure (a simple W-shaped bracket fixed to the upper portion of the rear tunnel stops this).

BODY: 7**AIR DAMS, AIR FOILS, WINGS**

Frontal air dam permitted, vertical or rounded. Air dams or air foils may not extend forward of or outside of OEM body or engine cover. Must maintain 3 inches ground clearance. Fins or other forward protrusions prohibited.

WINDSHIELD

OEM-style windshield required.

WINGS

Prohibited.

ELECTRICAL: 8**IGNITION**

Timed ignition-interruption devices (stutter boxes) prohibited. Starting-line and/or "high-side" rev limiters permitted. Two-steps, rev limiters, or any other rpm-limiting devices, legal unto themselves but altered or installed so as to function as a downtrack rpm controller, prohibited. See General Regulations 8:2, 8:3, 8:5.

IGNITION SHUTOFF

Must be equipped with a positive ignition-cutoff switch, capable of de-energizing entire ignition system, attached to rider with a lanyard.

TAILLIGHT

One functional taillight mandatory. See General Regulations 8:6.

SUPPORT GROUP: 9**PARACHUTE**

Prohibited.

PRESSURIZED CONTAINERS

Prohibited.

BACKSTANDS

A clean-out procedure may be performed only on an accepted backstand. Backstand may not have any brushing or cleaning attachment that is used to brush or clean a rotating track. Track may be cleaned only by manual rotation. Cutoff lanyard must be attached to rider and machine anytime snowmobile is started and/or running.

RIDER: 10**CREDENTIALS**

Valid NHRA competition license mandatory for riders running 9.99 (*6.39) or quicker. Valid state- or government-issued driver's license beyond a learner's-permit level mandatory for riders 10.00 (*6.40) or slower. See General Regulations 10:4.

HELMET

Full-face Snell M2005, M2010, M2015, K2005, SA2005, SA2010, or SA2015 helmet mandatory; shield mandatory (goggles prohibited). See General Regulations 10:7.

PROTECTIVE CLOTHING

Full all-leathers or SFI Spec 40.1/2 suit mandatory for snowmobiles running 120 mph or faster. Two-piece suits must be joined at the waist with a metal 360-degree zipper. Jacket and

pants or suit meeting SFI Spec 40.1/1 or 40.1/2 (or leather jacket), leather boots/shoes above the ankle, and leather gloves mandatory. Gloves must be Kevlar-lined or equipped with slide buttons. See General Regulations 10:10.

SECTION 4F - ALL-TERRAIN VEHICLE 7.50 (*4.50) seconds & slower

DESIGNATION

ATV, preceded by competition number.

For All-Terrain Vehicles (ATVs) running directly on the track surface. All ATVs must be of the four-wheel variety, factory-production assembled, showroom available, and in the hands of the general public. No three-wheel vehicles allowed.

Competition structure will be conducted on an E.T. dial-your-own format. Competition with motorcycles and snowmobiles permitted. Competition with any other type of vehicle prohibited.

Data recorders are permitted in Advanced E.T. and Super Pro only. Data recorders (except for "playback"-type tachometers) are prohibited in all other E.T. classes.

Computers (except for OEM) are prohibited in all E.T. brackets.

REQUIREMENTS & SPECIFICATIONS

ENGINE: 1

ENGINE

Must be OEM produced and built for ATV use. Automotive or aircraft engines prohibited.

EXHAUST

Any functionally silenced exhaust permitted. Exhaust must be directed away from rider when in riding position.

FUEL

Gasoline, methanol, or racing gasoline only. Nitromethane and/or nitrous oxide prohibited.

THROTTLE

Throttle must be located in OEM location and must operate in OEM configuration.

DRIVETRAIN: 2

CHAIN AND/OR BELT GUARDS

Modified engines require a clutch guard that provides coverage in the direction of chain travel. Must have front and rear chain guards to cover the width and at least the top run to the centerline of the sprocket of any chains or belts. The clutch assembly must have at least half of the side surface covered. The guards should be .060-inch steel or 1/8-inch aluminum unless otherwise stock equipped and be securely mounted.

BRAKES & SUSPENSION: 3

BRAKES

Must be OEM type. Any additional assembly must be added onto the drive axle shaft. Axle shaft may be lengthened to accommodate the additional brake.

SUSPENSION

Shocks and spring may be changed, must maintain OEM configuration.

WHEELIE BARS

Optional. Maximum length may be equal to, but may not exceed, the wheelbase of the All-Terrain Vehicle. Wheelie-bar length is measured from center of rear axle to center of wheelie-bar wheel.

CHASSIS: 4**CHASSIS**

Chassis/frame must be OEM stock qualified. Maximum wheelbase 60 inches, measured from centerline of front hub to centerline of rear hub. Any modifications that alter the stock appearance of the tunnel are prohibited.

FUEL TANK

Aftermarket fuel tank may replace OEM fuel tank. OEM appearance of All-Terrain Vehicle must be retained. Pressurized fuel tank prohibited.

TIRES & WHEELS: 5**TIRES**

Stock off-road tires permitted for eighth-mile competition only. Stiff sidewall street tires must be installed for quarter-mile application.

WHEELS

Automotive wheels permitted.

BODY: 7**AIR DAMS, AIR FOILS**

Air dams, streamlining equipment, spoilers, fairings, or frontal projections prohibited.

WINGS

Prohibited.

ELECTRICAL: 8**IGNITION**

Timed ignition-interruption devices (stutter boxes) prohibited. Starting-line and/or "high-side" rev limiters permitted. Two-steps, rev limiters, or any other rpm-limiting devices, legal unto themselves but altered or installed so as to function as a down-track rpm controller, prohibited. See General Regulations 8:2, 8:3, 8:5.

IGNITION SHUTOFF

Must be equipped with a positive ignition-cutoff switch, capable of de-energizing entire ignition system, attached to rider with a lanyard.

TAILLIGHT

One functional taillight mandatory. See General Regulations 8:6.

SUPPORT GROUP: 9**PARACHUTE**

Prohibited.

RIDER: 10**CREDENTIALS**

Valid NHRA competition license mandatory for riders running 9.99 (*6.39) or quicker. Valid state- or government-issued driver's license beyond a learner's-permit level mandatory for riders 10.00 (*6.40) or slower. See General Regulations 10:4.

HELMET

Full-face Snell M2005, M2010, M2015, K2005, SA2005, SA2010, or SA2015 helmet mandatory; shield mandatory (goggles prohibited). See General Regulations 10:7.

PROTECTIVE CLOTHING

Full all-leather or SFI Spec 40.1/2 suit mandatory for All-Terrain Vehicles running 120 mph or faster. Two-piece suits must be joined at the waist with a metal 360-degree zipper. Jacket and pants or suit meeting SFI Spec 40.1/1 or 40.1/2 (or leather jacket), leather boots/shoes above the ankle, and leather gloves mandatory. Gloves must be Kevlar-lined or equipped with slide buttons. See General Regulations 10:10.

SECTION 4G - ELECTRIC-POWERED VEHICLE

7.50 (*4.50) seconds & slower

Requirements and specifications for Electric-Powered Vehicle are the same as those for E.T. bracket vehicles - Section 4A - with the following exceptions:

REQUIREMENTS & SPECIFICATIONS

MOTOR: 1

MOTOR

Electric motor(s) only permitted. Maximum height of electric-motor output-shaft centerline: 36 inches on OEM trucks, 24 inches on all others. Vehicles with exposed motors must have a shield of .024-inch steel, .032-inch aluminum, or .120-inch Lexan.

FUEL SYSTEM

All conversion vehicles must remove fuel tanks and fuel system, including vapor storage equipment, from vehicle.

DRIVETRAIN: 2

CLUTCH, FLYWHEEL, FLYWHEEL SHIELD

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. Exposed-motor electric-powered vehicles with open-frame, vented, or brush replacement window motors must install a motor shield, minimum .024-inch steel or .032-inch aluminum, 360 degrees to provide protection from flying commutator bars, molten copper, plasma, etc. in event of motor overload. A motor plate, minimum 1/4-inch steel or 1/2-inch aluminum, may be used to adapt traction motor to conventional transmission.

DRIVELINE

Driveline loop mandatory on any non-OEM vehicle running 16.00 seconds or quicker. See General Regulations 2:4, 2:11.

REAR END

Chain-drive vehicles must be equipped with a chain guard constructed with minimum .125-inch steel or .250-inch aluminum, covering width and top run of chain to centerline of sprockets.

BRAKES & SUSPENSION: 3

SUSPENSION, STOCK-BODIED VEHICLES

OEM three-wheeled vehicles permitted.

FRAME: 4

DEFLECTOR PLATE, OPEN-BODIED VEHICLES

Each vehicle must have protection for driver from traction motor overload. Must protect driver from motor plasma, flying commutator bars, molten copper, bursting batteries, and spraying electrolyte.

WHEELBASE

Minimum 90 inches, unless car has original motor or is a conversion electric-powered vehicle with motor in original (internal-combustion) location. For vehicles with a wheelbase shorter than 90 inches but greater than 40 inches, vehicle cannot exceed 50 mph at any point on the racetrack.

ELECTRICAL: 8

BATTERIES

Must be securely mounted and outside driver compartment. Batteries must be installed so as to withstand a force four times (vertical) and eight times (horizontal) the weight of the battery pack, and each battery or battery pack must be secured with bolts and straps commensurate with the size and weight of the battery. (Contact NHRA for requirements.) Battery may not be located above the top of rear or drive tires in open-wheeled cars, nor outside body lines in bodied car, except for OEM-production-line electric-powered vehicles. Battery(s) must be completely sealed from driver compartment. All open-bodied vehicles must use ABSORBED GLASS MAT, STARVED ELECTROLYTE, or SEALED VENTED NICAD batteries for power source. Traction-motor and/or high-current wiring may not be located in driver's compartment. Instrumentation wiring permitted. All traction-motor wiring must be isolated from vehicle chassis.

Battery on flat plate with strap only	
Bolt size	Battery weight
#8	6
#10	7.5
1/4	14
5/16	23
3/8	34
7/16	46
1/2	61
9/16	78
5/8	96

Battery in rack/box or with cleats	
Bolt size	Battery weight
#8	15
#10	19
1/4	35
5/16	57
3/8	83
7/16	114
1/2	152
9/16	195
5/8	243

FUSING OF BATTERIES

All battery packs must have over-current protection. Circuit breaker(s) or fuse(s) permitted. Such protection devices must have a DC voltage rating equal to or greater than the nominal pack voltage. Current rating must be lower than a short-circuit current that pack can produce without damage. Battery sub-packs must be individually fused.

RECHARGING

Batteries may be recharged in pits or other designated areas only. All vehicles must be connected to AC power-supply (earth) ground when charging. All battery chargers must be equipped with an output fuse rated for 600 volts and a current capacity at least 125 percent of maximum charger DC output.

ET

IGNITION

All vehicles must have a visible indication of a "live" car, except OEM. An externally activated switch or switch control must be installed on the outside of the vehicle and clearly marked to indicate OFF position. A RED triangle must be clearly visible whenever power system is turned ON. This may be a light or a mechanical indicator. Traction battery pack must be physically disconnected when switch is in the OFF position.

MASTER CUTOFF

All vehicles except OEM must incorporate a master electrical disconnect switch that must disable all electrical functions. Switch must disconnect traction-motor battery-pack section of the circuit, and if the switch is a push-pull design, push motion must be "off" function.

WIRING

All high-voltage wiring must be located and secured to prevent contact by driver and/or spectators. Any wiring with voltage higher than 24 volts must be completely covered.

SECTION 4H - ELECTRIC-POWERED MOTORCYCLE

7.50 (*4.50) seconds & slower

Requirements and specifications for Electric-Powered Motorcycle are the same as those for E.T. Motorcycle - Section 4C - and Electric-Powered Vehicle - Section 4G - with the following exceptions:

REQUIREMENTS & SPECIFICATIONS

MOTOR: 1

MOTOR

Electric motor(s) only permitted.

ELECTRICAL: 8

BATTERIES

Wet (free-liquid) battery prohibited.

MASTER CUTOFF

All electric motorcycles must be equipped with a switch, attached to rider with a lanyard, capable of shutting off all power to electric traction motor.

SECTION 4I - LEGEND CARS

DESIGNATION

LC, preceded by competition number.

All Legend Cars must be manufactured by U.S. Legend Cars International (formerly 600 Racing Inc.) as "Stock" or "Original Equipment Manufacturer/OEM" or "Aftermarket" produced by INEX-approved manufacturer other than Original Equipment Manufacturer. Refer to U.S. Legend Cars International, 5245 NC Highway 49 South, Harrisburg, NC 28025.

The minimum car weight is 1,100 pounds. The minimum weight of the car with the driver is 1,300 pounds.

Any competitor running quicker than 12.50 e.t. in the quarter-mile or 7.99 e.t. in the eighth-mile or faster than 110 mph at any time will be disqualified from the event.

See additional rule requirements at the end of the Legend Cars section for the state of New Jersey.

Competition structure will be conducted in an E.T. dial-your-own format. Competition permitted with E.T. Motorcycles, E.T. Snowmobiles, All-Terrain Vehicles, or Legend Cars only. Competition with standard full-sized closed- or open-bodied vehicles, Jr. Dragsters, or Jr. Comp Dragsters is prohibited.

REQUIREMENTS & SPECIFICATIONS

ENGINE: 1

ENGINE SERIAL NUMBERS

The engine must remain a factory-stock Yamaha FJ1200/XJR1200 or a sealed Yamaha XJR1250 as currently delivered through 600 Racing Inc. A Yamaha FJ1200/XJR1200 from other countries (Canada, England, etc.) or an FJ1100 may only be used if it meets all the specifications of the U.S. model as delivered through 600 Racing Inc.

EXHAUST SYSTEM

The header and gasket must remain within the stock dimensions. Only INEX-approved S&S or Borla mufflers are MANDATORY. Mufflers must remain stock and may not be internally modified in any way (turning tip away from car is permitted).

CARBURETORS

The carburetors and components of the carburetors must remain as stock Yamaha.

OIL CATCH CANS

An oil catch can (maximum 1-quart capacity) may be used.

OIL COOLERS & LINE

Oil coolers must be cooled by air only. Aftermarket oil coolers are permitted.

FUEL

Only petroleum-based unleaded or leaded gasoline.

FUEL CELL

Approved fuel cells (plastic or metal) must be stock as delivered by 600 Racing.

FUEL FILTER

Aftermarket fuel filters may be used. No glass fuel filters will be permitted.

FUEL LINES

Fuel lines may not be located in or run through the driver's compartment of the frame. Steel-braided fuel lines are mandatory.

FUEL SHUTOFF VALVE OR FUEL REGULATOR

Aftermarket fuel shutoff valves and fuel regulators are permitted.

DRIVETRAIN: 2**CLUTCH**

The clutch (plates and springs) may be replaced with any aftermarket type of the same design (no aluminum clutch plates).

TRANSMISSIONS

The transmission and transmission gears must remain stock Yamaha FJ1200/XJR1200/XJR1250 (sealed) as delivered by 600 Racing Inc.

REAR AXLES

The long and the short rear axles must remain stock. If one-piece axles are used, they must be stamped INEX and be as delivered by 600 Racing Inc.

REAR ENDS

Only 10-bolt pattern/wide flange (5/8-inch) Toyota, locked-steel rear ends are permitted.

DRIVESHAFT

The driveshaft, flanges, and U-joints must remain within the stock dimensions, steel thickness, location, and configurations as currently delivered by 600 Racing Inc.

DRIVESHAFT RETAINERS

An INEX-approved driveshaft retainer strap is permitted. A maximum of three (3) retainers of 1/4-inch thickness and 3/4-inch width are permitted.

BRAKES & SUSPENSION: 3**BRAKES**

Any of the brake parts that are attached to the rear end or the spindles must remain stock, within the stock dimensions, steel thickness, location, and configurations as currently delivered by 600 Racing Inc.

BRAKE ROTORS

Only steel rotors (not drilled or reduced in diameter) are permitted on the front. The minimum permitted thickness of the brake rotor is 8mm wide.

BRAKE DRUMS

Only steel drums (not drilled or lightened) are permitted on the rear.

BRAKE & CLUTCH LINES

Rubber, hard-line or steel-braided brake and clutch lines are permitted.

STEERING WHEELS

Larger or smaller steel steering wheels are allowed, aluminum steering wheels are allowed. Racing-style, quick-release steering hubs are mandatory.

RACK & PINION STEERING

Only the rack and pinion steering box as currently delivered and stamped 600 Racing Inc. (or Mid-State Machine) is permitted.

FRAME: 4**FRAME**

Absolutely no modifications of the frame (including roll cage) will be permitted. All frames must have 600 Racing Inc. ID plate secured on the frame, inside left main framerail.

ROLL BAR PADDING

Roll bar padding SFI 45.1 on all bars within 12 inches of driver's helmet is required.

FIREWALL

A metal firewall is mandatory. Firewall must be installed as currently delivered by 600 Racing. Using a "thicker than stock" metal firewall is permitted.

WHEELBASE

All cars must compete with OEM wheelbase.

TIRES & WHEELS: 5**TIRES**

The tire must be a Legends Edition 205/60R13 BFGoodrich T/A Comp HR4. Tire may not be soaked, softened, siped (razor cuts), grooved, or recapped. The raised white letters of the BFGoodrich Tires logo must face toward the outside of the car and be visible at all times.

WHEELS

Any type of automotive steel wheel (no bead lock) as delivered by 600 Racing that has a 13-inch diameter and a 7-inch width and the offset of 3 inches to 3 1/4 inches from back rim edge to back of wheel center is permitted. The minimum weight of a tire and wheel must be at least 36.0 pounds without additional weights. All wheel weights must be covered with duct tape. Bleeder or relief valves are not permitted in the wheels.

INTERIOR: 6**SEATS**

Only INEX-approved factory-manufactured metal seats may be used.

BODY: 7**AERODYNAMICS**

Spoilers, air dams, or other aerodynamic devices are not permitted.

FIBERGLASS COMPONENTS

All fiberglass components must remain within the stock dimensions, thickness, location, and configurations as currently delivered by 600 Racing Inc.

HOOD

Hood louvers are permitted. Replacing the self-locking fasteners on the hood with pins permitted.

SHEET METAL

The minimum thickness of sheet metal is .036-inch. The rear-deck sheet metal (including the package tray behind the driver) may not be removed or altered in any way unless a fuel-cell access hole is used. The fuel-cell access hole must be covered with a sheet-metal plate and secured at all times when the car is on the track.

WINDSHIELDS/SCREENS

All cars must have either a screen or Lexan windshield.

ELECTRICAL: 8**BATTERY**

The battery must remain in its stock location and securely mounted. A battery shutoff switch is mandatory.

DELAY BOX/DEVICE

Prohibited. The use of throttle stops, delay devices, timed vehicle-control devices (counters, time displays, etc.) is prohibited. Data recorders prohibited.

IGNITION SYSTEM

The complete ignition/engine control system must be the original OEM parts for the Yamaha FJ1200/XJR1200/XJR1250. Electronic throttle (traction) controls are not permitted. In-line fuses only are permitted (no fuse blocks are permitted). Ignition pickup coil wires must run directly to the ignition box and may not be taped or tie-wrapped to other wires. No open wires or unused connectors allowed within reach of the driver.

Ignition Control Box: The stock FJ1200/XJR1200/XJR1250 ignition control box (black box) and the red ignition box (marked INEX-Approved and delivered by 600 Racing Inc.) are the only boxes permitted to be used, and they may not be altered or relocated in any way. Only one ignition box is permitted on a car (multiple boxes are illegal). The original stock FJ1200/XJR1200/XJR1250 rev-limiting system must be in proper working condition and may not exceed 10,500 rpm.

SUPPORT GROUP: 9**FIRE EXTINGUISHERS**

Onboard fire extinguisher required.

DRIVER: 10**CREDENTIALS**

Valid state, government-issued driver's license beyond a learner's-permit level, or NHRA competition licenses mandatory. Drivers must be at least 16 years of age. See General Regulations 10:4.

HELMET

Full-face Snell SA2005 helmet mandatory.

FIRE-RETARDANT GLOVES

Fire-retardant gloves are mandatory. Gloves must have SFI 3.3/1.

FIRESUIT

All drivers must wear a fire-retardant suit or jacket and pant with SFI 3.2A/5.

SAFETY HARNESS

Three-inch driver restraint system meeting SFI Spec 16.1 mandatory. Must be updated at two-year intervals from date of manufacture.

RACING SHOES

Drivers must wear shoes SFI 3.3/1.

NECK RESTRAINT SYSTEM

Neck collar meeting SFI Spec 3.3 mandatory. An SFI-approved head and neck restraint device/system is permitted. When using a head and neck restraint device/system, at all times that the driver is in the race vehicle, from the ready line until the vehicle is on the return road, driver must properly utilize the SFI-approved head and neck restraint device/system, including connecting the helmet as required for full functionality of the device. The device/system must meet

SFI Spec 38.1 and must display a valid SFI label. The head and neck restraint device/system, when connected, must conform to the manufacturer's mounting instructions, and it must be configured, maintained, and used in accordance with the manufacturer's instructions. A head and neck restraint device can be used with or without, a neck collar; when a neck collar is not used, an SFI 3.3 head sock or SFI Spec. 3.3 skirted helmet is required.

NEW JERSEY STATE REQUIREMENTS

ET

The following modifications to a Legend Car are required to race in New Jersey:

- 1.) Steel plates welded onto existing passenger-side door.
- 2.) Nomex boot attached to seat back covering the existing safety harness hole.
- 3.) Fuel shutoff switch must be located on the top horizontal shelf behind driver's right shoulder on flat sheet metal. Switch must be clearly marked with red tape, ON - OFF.
- 4.) Plastic battery box.
- 5.) Pad on steering wheel.
- 6.) Remove threaded rods on existing fuel-cell bars and replace with 5/16-inch bolts through fuel-cell bar. Bushings must be installed in holes drilled for new bolts passing through fuel-cell bars.
- 7.) Add to the door strike plates with 3/16-inch-thick, 1 1/2-inch x 1 1/2-inch angle iron that is 5 inches in length. Weld the angle iron on each door strike plate so that the angle iron prevents the door from closing in toward the driver.

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SECTION 20 - GENERAL REGULATIONS

Throughout this Rulebook, a number of references are made for particular products to meet certain specifications (i.e., SFI Specs, Snell, DOT, etc.). It is important to realize that these products are manufactured to meet certain specifications, and upon completion, the manufacturer labels the product as meeting that spec. Therefore, except as outlined under SFI requirements, any change to the product voids that certification.

Under no circumstances may any certified product be modified, altered, or in any way vary from the “as manufactured” condition. Such a practice is in violation of the SFI, Snell, DOT, etc. program, voids such certification and therefore will not be accepted by NHRA.

NOTICE: It is the responsibility of the participant, not NHRA or any track, to ensure that all safety equipment is not modified or altered, is approved and is correctly installed, worn, maintained and used.

ENGINE: 1

1:1 COOLING SYSTEM

All cooling systems/radiators must be installed in the stock location for body style used. Front-engine dragsters must have system installed in front of engine. Rear-engine dragsters with radiator mounted in front of engine must install a deflector from framerail to framerail and to the top of the roll cage. Portion above shoulder hoop may be width of roll cage bars, unless radiator extends above top of shoulder hoop. If radiator extends above shoulder hoop, then deflector plate must maintain width of radiator. See 4:3 DEFLECTOR PLATE.

1:2 ENGINE

Classes limited to automotive engines only unless otherwise stated under Class Requirements. Contestants in weight-to-cubic-inch classes must claim cubic-inch displacement of engine used; under no circumstances may claimed displacement exceed actual displacement by more than 5 cubic inches. No allowance for overbore; any part of a cubic inch is rounded off to the next highest inch (i.e., 301.2 = 302). If engine size is changed during a race, competitor must report to Technical Department supervisor before a run is attempted. Crankshaft centerline must not exceed 24 inches from ground in any class, except trucks. Maximum height 36 inches for trucks running 12.00 and slower; 31 inches for trucks running 11.99 to 10.00; and 24 inches for trucks running 9.99 seconds and quicker. Engine must be mounted to frame by a minimum of two 3/8-inch-diameter Grade 5 bolts. Valvetrain must incorporate conventional automotive coil spring design; pneumatic-type valvetrains are prohibited in all classes. All classes, with the exception of Stock and E.T. cars slower than 10.99 seconds, harmonic balancer meeting SFI Spec 18.1 or solid metallic hub mandatory. All cars with pressed-on front harmonic balancers must have such installed to protect accidental loss (i.e., drilled and bolted). Ceramic bearings prohibited in all NHRA categories.

1:3 EXHAUST

All vehicles must be equipped with exhaust collectors, headers, or stacks installed to direct exhaust out of vehicle body to rear of car, away from driver and fuel tank. No part of the exhaust system may be routed through the driver's compartment.

Exhaust system components must be securely fastened (i.e., metal connector straps, bolted, welded, etc.) to prevent loss of system components during competition. All removable multipiece exhaust collectors/stacks must be securely fastened with either an NHRA-accepted header tether, a minimum 1/2" (half-inch) stitch weld located on each primary tube, or be permanently attached to the vehicle body or frame with positive fasteners (i.e., exhaust hangers, support brackets, bolts/nuts, etc.) such that they require tools for removal. A current list of NHRA-accepted header tethers is available on NHRARacer.com. Flexible tubing or "flex pipe" prohibited in all categories. If mufflers are used, they must be securely attached to exhaust system and vehicle body or frame. Consistent with its endeavors to maintain drag racing's acceptance as a recognized sport and recreation, NHRA is enforcing maximum decibel levels for Super Street, Super Gas, and Super Comp vehicles competing at national events. NHRA may enforce the same or similar requirements on other categories in the future.

Part of NHRA's mission is to preserve the right to race. In many communities, the right to race is contingent upon reducing noise and complying with local noise and muffler laws, ordinances, regulations, or agreements. Therefore, all competitors must comply with any muffler rules applicable to his or her class in the Rulebook, and must comply with any noise-reduction requirements (including mufflers) mandated by any member track at which he or she races. Member tracks have the authority to impose muffler rules and noise regulations beyond those required by the NHRA Rulebook.

1:4 FLASH SHIELDS

Carburetor inlet must not be openly exposed. In lieu of hood, carburetors must be equipped with a flash shield or velocity stacks that cover the top, back, and sides, preventing fuel from being siphoned into the airstream or blown into driver's face. Additionally, any car that is driven, not towed, through the pits, with open stack(s) not protected by hood or scoop, must have screening installed on open stack(s) to prevent items from entering stack.

1:5 FUEL SYSTEMS

Location: All fuel tanks, lines, pumps, valves, etc. must be outside of the driver's compartment and within the confines of the frame and/or steel body. Cool cans, fuel-distribution blocks, etc. must be located at least 6 inches forward of the flywheel/bellhousing area on rear-wheel-drive (RWD) vehicles, and on opposite side of flywheel/housing area on front-wheel-drive (FWD) vehicles. Fuel pressure gauge isolators, with steel braided line, may be mounted on firewall.

Tanks: When permitted by class regulations, fuel tanks located outside body and/or frame must be enclosed in a steel tube frame constructed of minimum 1 1/4-inch O.D. x .058 chromoly or .118 mild steel tubing. All fuel tanks must be isolated from the driver's compartment by a firewall, completely sealed to prevent any fuel from entering the driver's compartment. All fuel tanks must have a pressure cap and be vented outside of body. A positive-locking screw-on fuel tank cap is mandatory on all open-bodied cars. Insulated fuel tanks prohibited. When used, nonmetallic fuel cells must have a metal box protecting the part of the fuel cell that is outside of body lines or trunk floor, excluding hose connection area in rear. The metal box must be constructed of minimum .024 steel or .032 aluminum. Nonmetallic fuel cells or tanks must be grounded to frame.

Lines: All non-OEM fuel lines (including gauge and/or data recorder lines) must be metallic, steel braided, or NHRA-accepted "woven or woven-pushlock." A maximum of 12 inches

total (front to rear) of non-metallic or non-steel braided hose is permitted for connection purposes only; individual injector nozzle and motorcycle fuel lines are excluded. Fuel lines (except steel braided lines) in the flywheel/bellhousing area must be enclosed in a 16-inch length of steel tubing, 1/8-inch-minimum wall thickness, securely mounted as a protection against fuel-line rupture. Fuel lines may not be routed in the driveshaft tunnel. It is mandatory that fuel lines passing supercharger drive belts be steel braided, NHRA-accepted woven or woven-pushlock, or be enclosed in protective steel tubing. A current list of NHRA-accepted woven or woven-pushlock fuel lines is available on NHRARacer.com. All NHRA-accepted fuel lines must use ends that are specifically designed for the type of fuel line being used. No hose clamps allowed on NHRA-accepted fuel lines.

Pumps/Valves: Cars equipped with carburetor(s) or non-electronic fuel (EFI) systems but with mechanical non-OEM fuel pumps must have a quick-action fuel-shutoff valve within easy reach of driver and located in the main fuel line between the fuel tank and the carburetor and/or injectors. Fuel recirculation systems not part of normal fuel/pump system prohibited. All cars in Stock, Super Stock, Competition, and Pro Stock must be equipped with a positive-lock drain valve located between the fuel tank and the carburetor(s) or fuel injector to facilitate removal of fuel samples for fuel-check purposes.

Fuel/Air: Any method of artificially cooling or heating fuel prohibited (i.e., cool cans, Freon, wet rags, etc.), except as noted in Class Requirements. Cool cans, wet towels, etc. are permitted in Super Stock, Stock, Super Comp, Super Gas, Super Street, and E.T. classes. Wet towels, rags, ice, etc. must be removed before vehicle leaves staging area. Coolers, chillers, etc., where permitted by class requirements, are prohibited outside of the competitor's pit. Ambient-temperature air only; cooling or otherwise changing the conditions of the intake air is prohibited. Spraying of intake with any artificial spray or coolant prohibited.

Alternative Fuels: Containers for alternative fuels must be permanently labeled by the manufacturer as suitable for CNG or propane. Tank must be vented outside of body. Alternative fuel systems must incorporate pressure-relief valve meeting standards listed in NFPA 52. Alternative fuel systems must incorporate a manual shutoff valve according to standards listed in NFPA 52 for CNG vehicular systems. All hoses/lines used for alternative fuels must be permanently and distinctively marked by the manufacturer as to manufacturer name or trademark, service identifier, and design pressure. Plastic, cast iron, galvanized, copper, or aluminum pipe or hoses prohibited.

1:6 FUEL

Racing Gasoline: A current list of NHRA-accepted racing gasoline is available on NHRARacer.com. For all categories using racing gasoline except Stock and Super Stock, racing gasoline is defined for purposes of this Rulebook as a mixture of hydrocarbons only. For Stock and Super Stock categories, racing gasoline is defined for purposes of this Rulebook as a mixture of aromatic and/or cyclic and/or paraffinic hydrocarbons. Non-cyclic olefinic hydrocarbons and non-hydrocarbons that do not increase the specific energy of the gasoline are allowed to the extent they do not exceed 1 percent (1%) by volume and are blended in the gasoline by the refiner or fuel manufacturer. Non-hydrocarbons that do not increase the specific energy of the gasoline are allowed to the extent that they do not exceed 0.15 percent by volume and are blended in the gasoline by the refiner or fuel manufacturer. Racing gasoline is a good electrical insulator, or dielectric, and its relative effectiveness as an insulator is represented by its Dielectric Constant. The

average D.C. for the hydrocarbons that make up gasoline is 2.025. This is defined as a reading of "0" with the NHRA Fuel Check meter. Racing gasoline is tested and certified at NHRA events by the application of various chemical analyses as considered appropriate by Fuel Check personnel. Racing gasoline in a vehicle may be checked before use in competition.

Methanol: Methanol is a clear, colorless liquid with a mild odor at ambient temperatures. Methanol is sold in two U.S. Federal Grades: A and AA. Either grade is permitted for use in NHRA competition, and racers should ensure that the methanol they purchase meets federal standards of purity. The purity standards for each grade are shown in the table below.

SPECIFICATIONS FOR PURE METHANOL

Property	Grade A	Grade AA
Methanol content, wt percentage, min	99.85	99.85
Acetone and aldehydes, ppm, max	30	30
Acetone, ppm, max	20	
Ethanol, ppm, max	10	
Acid (as acetic acid), ppm, max	30	30
Water content, ppm, max	1500	1000
Specific gravity, 20C	.7928	.7928
Permanganate time, min	30	30
Odor	Characteristic	
Distillation range at 101 kPa (760mm Hg)	Not more than 1°C, including 64.6 +/- 0.1°C at 760mmHg	
Color, platinum-cobalt scale, mix	5	5
Appearance	clear-colorless	
Residual on evaporation, g/100 mL	.001	.001
Carbonizable impurities; color platinum-cobalt scale, max	30	30

Methanol is tested and certified at NHRA events by the application of various chemical analyses as considered appropriate by Fuel Check personnel. To be considered legal, methanol used in NHRA competition must meet the federal standards of purity. Any deviation from these standards because of impurities (beyond the limits established in the federal specification) in the fuel sample will result in disqualification. Because methanol is a hygroscopic substance, it readily absorbs moisture from the air, which rapidly renders methanol illegal as a fuel for use in NHRA competition. Racers are cautioned to keep methanol containers tightly capped at all times to minimize the absorption of water. Racers are encouraged to have Fuel Check personnel check samples of their methanol any time there may be doubt as to its purity.

Nitromethane: Only nitromethane from an NHRA-accepted on-site supplier may be present on-site or used on-site at any NHRA Mello Yello Drag Racing Series event ("NHRA National Event") or NHRA Lucas Oil Drag Racing Series event ("NHRA Divisional Event"). To be eligible for competition, any team using nitromethane must use nitromethane from an accepted on-site supplier. At this time, the only accepted on-site supplier is Sunoco Racing Fuels. Fuel anywhere on-site at an NHRA National Event or NHRA Divisional Event, including without limitation, in the vehicle, transporter, pit area, or at the NHRA-accepted supplier's on-site location, may be checked at any time and for any reason, including compliance with this rule and with the Nitromethane specification. Any participant who violates any rule regarding nitromethane may be banned from competition at the applicable event, and shall be subject to such other penalty deemed appropriate by NHRA.

Specifications for Nitromethane as Used as a Fuel in the NHRA Mello Yello Drag Racing Series and in the Lucas Oil Drag Racing Series:

Property	Minimum	Maximum
Nitromethane	99.5%	Not applicable
Water	Not applicable	0.5%
Specific Gravity @ 60° F	1.140	1.145
Acidity as Acetic Acid	Not applicable	0.20%
Amines	Not applicable	Not allowed
Heavy Metals (Pb, Hg)	Not applicable	Not allowed
Alcohols and products consistent with the manufacturing process	Balance	Balance
Color (light yellow) clear nitromethane not allowed	Not applicable	Not applicable
Odor (typical)	Not applicable	Not applicable
Methyl tert-butyl ether	Not applicable	0.1%
Dimethyl Sulfate	Not applicable	15 ppm

Molecular Weight	61.04
Boiling Point	101°C (214°F)
Critical Temperature	315°C (599°F)
Critical Pressure	62atm, 915psia, 6282kPa
Vapor Pressure	
@ 20°C/68°F	27.3 mm Hg (3.6 kPa)
@ 40°C/104°F	74.8 mm Hg (9.9 kPa)
@ 60°C/140°F	177.8 mm Hg (23.7 kPa)
Density	
@0°C/32°F	1.162 g/ml
@20°C/68°F	1.138 g/ml
@30°C/86°F	1.124 g/ml
@50°C/122°F	1.098 g/ml
Approximate Coefficient of Expansion 1/°C (1/°F)	0.00122 (0.00068)
Solubility H ₂ O in NM@70°C (158°F)	19.3% by weight

Nitromethane Regulations

The Department of Homeland Security (DHS) continues to regulate the use and handling of nitromethane. NHRA has stressed for many years the importance of being not only responsible, but leaders, in the area of nitromethane security. The use of nitromethane in the sport of NHRA Drag Racing is vital to our sport and we need to take necessary measures to ensure its use for the foreseeable future.

The law requires anyone who possesses 400 pounds (44 gallons) or more of nitromethane to complete and submit a "Top Screen" questionnaire to the Department of Homeland Security. The Top Screen questionnaire is an exhaustive screening tool that requires a great deal of detail to complete. Failure to comply can lead to penalties up to \$25,000 per day or having the racing activity shut down. For additional information and instruction, we encourage you contact the Department of Homeland Security.

NHRA cannot stress enough the importance of everyone in the racing community continuing to be conscious of the issues around nitromethane.

Chemistry

Note: All nitromethane is required to contain an active safety indicator that changes color when the nitromethane has been sensitized or contaminated.

Typical Physical Properties

Nitrous Oxide: Nitrous oxide permitted in E.T. classes, Top Sportsman, Top Dragster, Pro Mod, and A/PM only. Push system permitted. All bottles must be securely mounted (may not use plastic brackets), stamped with minimum DOT-1800 pound rating, and identified as nitrous oxide. All bottles that are 5 pounds or greater in weight must be mounted inside of the vehicle's framerails or within the confines of the roll cage. Nitrous oxide bottle(s) located in driver compartment must be equipped with a relief valve and vented outside of compartment. System must be commercially available and installed per manufacturer's recommendations. Commercially available, thermostatically controlled blanket-type warmer accepted. Any other external heating of bottle(s) prohibited.

Propylene Oxide: The use of propylene oxide is prohibited in all categories.

1:7 LIQUID OVERFLOW

All cars in competition with any type of water overflow capable of spilling water must have a catch can to accumulate the excess liquids and prevent leaking onto the track. Minimum catch can capacity: 1 pint. Catch can must be securely fastened; i.e., bolted, clamped. Overflow may be routed into headers on cars that are supercharged or burn nitromethane or alcohol.

1:8 LOWER ENGINE CONTAINMENT DEVICE

In classes where specified, must utilize an NHRA-accepted lower engine oil-retention device. SFI Spec 7.1 or 7.2 Lower Engine Containment Device permitted. A properly fitting lower engine ballistic/restraint device mandatory. The NHRA Technical staff can accept or reject any device. Any device that fails to perform as required must be replaced or repaired to the satisfaction of the Technical staff prior to any further runs. When used, an SFI Spec 7.1 or 7.2 Lower Engine Containment Device must cover the sides of the block and pan up to within one inch of the head mating surface and extend to within 1 1/2 inches of the front and rear of the cylinder case area. SFI Spec 7.1 devices must be updated/recertified by the original manufacturer at one-year intervals. In classes where specified, a belly pan may be used in lieu of a device attached to the engine. The belly pan must extend from framerail to framerail and extend forward of the harmonic balancer and to the rear of the engine block and must incorporate a minimum 2-inch-high lip on all sides unless specified in Class Requirements. Minimum number of slots or holes in the walls to clear frame, steering, or lines permitted. A nonflammable, oil-absorbent liner mandatory inside of retention device.

1:9 OIL SYSTEM

Accu-sump, dry-sump tanks, oil filters, oil supply lines, etc. prohibited in driver compartment and outside of frame and/or steel body/fenders, except as noted in Top Fuel. Oil-pressure gauge and line permitted in driver compartment, metal or steel braided line mandatory, maximum 3/16-inch inside diameter. Power-enhancing additives prohibited.

1:10 SUPERCHARGER

Roots-type: Maximum size: 14-71, 22 1/4-inch case length, 11 1/4-inch case width, 19-inch rotor length; maximum rotor diameter: 5.840 inches including fixed stripping. The case must be one piece with removable front and rear bearing end plates; rotor must be contained within one-piece case. For Top Fuel and Funny Car, inlet/outlet cavity restricted to maximum 1 inch, measuring from face of bearing plate to the back of the cavity. For Top Fuel and Funny Car specifications, see Class Requirements. Rotor helix angle may not exceed that of a standard 71-series GM-type rotor (4 degrees per inch). Maximum overdrive may not exceed 1.70. For Top Fuel and Funny Car, overdrive may not exceed 1.50 except in Denver, where 1.70 is the maximum. Aluminum studs (supercharger to manifold) mandatory in Advanced E.T., Comp, Top Alcohol Dragster, Top Alcohol Funny Car, Funny Car, and Top Fuel. See Class Requirements for manifold burst panel and restraint specifications.

Roots-type high helix: Must adhere to same maximum case dimensions and maximum rotor cavity diameter as standard Roots. Rotor helix angle may not exceed 6.5 degrees per inch (123.5 degrees total over 19-inch maximum rotor length). Use of high-helix supercharger is restricted to Advanced E.T., Competition (Pro Mod only), Top Alcohol Dragster, and Top Alcohol Funny Car. Maximum overdrive may not exceed 1.70 percent. Aluminum studs (supercharger to manifold) mandatory. See Class Requirements for manifold burst panel and restraint specifications.

Screw-type: Must meet SFI Spec 34.1. Maximum case length 16 inches; maximum case width 16 inches; minimum case and front-plate thickness 1/4-inch; minimum rear-plate thickness .300-inch. Overdrive limits for Top Alcohol Dragster are found in Section 11, Top Alcohol Funny Car is found in Section 12. Under no circumstances may a screw supercharger overdrive exceed the following overdrive limits:

Engine Displacement	PSI Maximum Overdrive
500 cubic inches or larger	2.25
450 to 499 cubic inches	2.15
less than 450 cubic inches	2.04

Manifold burst panel meeting SFI Spec 23.1 (in addition to supercharger panel) and restraint device meeting SFI Spec 14.21 mandatory. PSI screw supercharger permitted to use a tandem burst panel kit, installed per PSI instructions on superchargers only. Any other use of double burst panels on any supercharger or manifold prohibited. Aluminum studs (supercharger to manifold) mandatory. Overdrive limits, as determined appropriate by NHRA, are subject to adjustment at any time as dictated by performance. Variable multi-speed supercharger devices prohibited regardless of supercharger type. Any changes to any screw supercharger design, materials, construction, etc. after Jan. 1, 1997, are subject to NHRA acceptance before being permitted to run.

ALL SUPERCHARGERS: For all Top Fuel, Funny Car, Top Alcohol Funny Car, Top Alcohol Dragster, Comp, Super Comp, and Advanced E.T. cars, and E.T. cars running 9.99 seconds or quicker, fuel and/or oil lines must be shielded wherever they pass the supercharger drive belt. Either a belt guard or fuel/oil line guard may be used.

1:11 SUPERCHARGER RESTRAINT DEVICE

Supercharger restraint system meeting SFI Specs mandatory per Class Requirements. Restraint system must be updated at two-year intervals from date of manufacture. The blower restraint straps and fuel lines must be installed such that when the restraint straps are fully extended no load is placed on any of the fuel lines. See Class Requirements.

1:12 THROTTLE

Regardless of class, each car must have a foot throttle incorporating a positive-acting return spring attached directly to the carburetor/injector throttle arm. A positive stop or override prevention must be used to keep linkage from passing over center and sticking in an open position. In addition to return springs, some means of manually returning the throttle to a closed position by use of the foot must be installed on all altered linkage systems except hydraulically or cable-operated systems. Per Class Requirements throttle control must be manually operated by driver's foot; electronics, pneumatics, hydraulics, or any other device may in no way affect the initial throttle operation. In Super Street, Super Gas, Super Comp, and certain E.T. bracket classes, timed throttle stops are permitted that use pneumatics and or electronics to modulate the throttle after initial launch. Cable throttle systems permitted. NHRA-accepted hand controls for the physically challenged permitted. Choke cables and brazed or welded fittings on steel cable prohibited. No part of throttle linkage may extend below framereils.

1:13 VENT TUBES, BREATHERS

Mandatory as outlined in Class Requirements; permitted on all cars. Where used, the tubes must terminate into an acceptable, permanently attached catch tank with a minimum capacity of one gallon per engine (except as noted in Class Requirements). The catch tank must be baffled to keep overflow off track. Breather/vent tubes must be mechanically secured (tie-wraps prohibited) to the fittings and the fittings locked at both ends.

DRIVETRAIN: 2**2:1 ANTI-BLOWBACK DEVICE**

If mandated by class requirements, a brace or device must be installed that will prevent the bellhousing or adapter shield from being blown rearward in the event of flywheel and/or clutch explosion. Material required is 4130 chromoly, minimum size is .875-inch O.D. x .083-inch wall tubing with 3/8-inch fasteners. - Ball-lock pins prohibited.

2:2 AXLE-RETENTION DEVICES

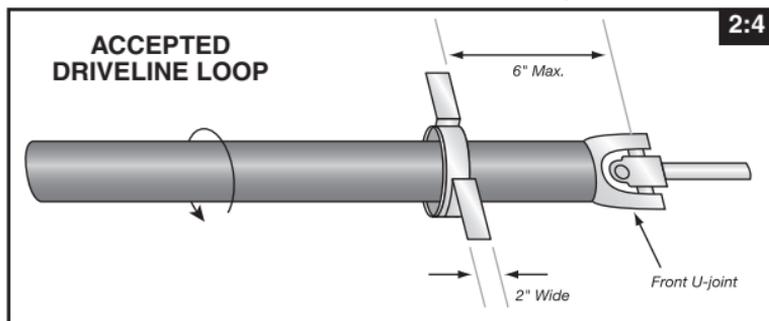
All cars, except Stock and some E.T. cars as noted in Class Requirements, must be equipped with a satisfactory means of rear-axle retention; minimum .120-inch aluminum or .090-inch steel bearing retainer mandatory. Stock "C"-clip axle retention prohibited as outlined in Class Requirements.

2:3 CLUTCH

Each car in competition, except those with automatic transmissions, must be equipped with a foot-operated clutch incorporating a positive stop to prevent clutch from going over center or past neutral, as in the case of centrifugal units. All pedals must be covered with non-skid material. NHRA-accepted hand controls for the physically challenged permitted. All slider clutches must meet SFI Spec 1.2, 1.3, or 1.4 as outlined under Class Requirements. In Class Requirements that call for an SFI Spec 1.2 clutch, an SFI Spec 1.5 clutch can be used. Multi-disc clutch assembly for non-OEM supercharged, nitrous-oxide injected, and non-OEM turbocharged vehicles must meet SFI Spec 1.3, 1.4, or 1.5 and must utilize an SFI Spec 6.2 or 6.3 flywheel shield, except as noted in Class Requirements.

2:4 DRIVELINE

For cars with driveshafts that contain universal joints:



For all full-bodied and open-bodied cars running between 7.50 (*4.50) and 13.99 (*8.59) in place of a crossmember located behind but within 6 inches of the center of the front universal joint: A front driveshaft loop is required on all cars, except vehicles running 11.49 (*7.35) seconds or slower equipped with street tires. See Class Requirements.

Full-bodied cars 7.49 (*4.49) seconds and quicker with the OEM floor retained (i.e., OEM floor may be modified according to Class Requirements for transmission removal but must be intact from 6 inches behind the center of the front universal joint rearward): A front driveshaft loop is required. See Class Requirements.

Full-bodied cars 7.49 (*4.49) seconds and quicker with the OEM floor removed/replaced: Each end of the driveshaft must have a round 360-degree driveshaft loop within 6 inches of the U-joint, and a driveshaft tube is also required. See Class Requirements.

Open-bodied cars 7.49 (*4.49) seconds and quicker where the driveshaft passes any part of the driver's body: Each end of driveshaft must have a round 360-degree driveshaft loop within 6 inches of U-joint, and a driveshaft tube is also required. The driveshaft tube must extend the full length of the portion of the driveshaft that passes any portion of the driver's body or extend to within 6 inches of the centerline of the rear U-joint. For center steer cars with the driver seated above the driveshaft in lieu of a driveshaft tube a plate above the driveshaft of minimum thickness .120-inch steel or titanium with a minimum of four attachment points to the chassis, using either minimum 5/16 SAE Grade 8 bolts, welded, or 1/4-inch push/pull pins may be used. The plate must be at least as wide as the seat. See Class Requirements.

For all cars with driveshafts that do not contain universal joints but pass any part of the driver's body: Each end of driveshaft must have a full 360-degree cover of minimum 1/16-inch steel or 1/8-inch aluminum. Rear cover must surround the coupler. Front cover must surround the driveshaft from the back of the reverser to the end of the splicer sleeve in the area of the driver's legs. All covers must be securely mounted to frame, suitable crossmember, reverser, or third member. See Class Requirements.

DRIVESHAFT LOOP DEFINITION: 360 degrees of enclosure, 1/4-inch minimum thickness and 2 inches wide, or 7/8-inch x .065-inch welded steel tubing, securely mounted to the frame or frame structure where available (or to the OEM floor or rocker box where a frame does not exist) and located within 6 inches of the front or rear universal joint for support of the driveshaft in event of U-joint failure.

DRIVESHAFT TUBE DEFINITION: Driveshaft must be covered by a 360-degree round, oval, or tapered tube, covering the front U-joint and extending rearward a minimum 12 inches. Minimum

thickness of tube is .050-inch steel or titanium. Driveshaft tube must utilize a minimum of four attachment points to the chassis, using either minimum 5/16 SAE Grade 8 bolts, welded, or 1/4-inch push/pull pins. Two-piece tube assembly permitted with a minimum of six 3/8-inch SAE Grade 8 bolts.

2:5 FLYWHEEL

The use of stock-type cast iron flywheels and/or pressure plates prohibited. The use of aluminum flywheels in Top Fuel and Funny Car is prohibited. Units meeting SFI Spec 1.1, 1.2, 1.3, 1.4, or 1.5 mandatory except as noted in Class Requirements.

2:6 FLYWHEEL SHIELD & MOTOR PLATE: General

The use of aluminum bellhousing is permitted in all categories and applications. The aluminum bellhousing must meet applicable SFI Specifications. Absolutely no modifications to as-manufactured design are permitted on SFI Spec 6.1, 6.2, or 6.3 flywheel shields and/or liners. An SFI Spec 6.1W bellhousing is also acceptable wherever an SFI Spec 6.1 bellhousing is mandatory or permitted. All 6.2 and 6.3 titanium bell housings must be reinspected and recertified yearly. SFI 6.1 titanium and aluminum bell housings and SFI 6.2 or 6.3 steel bell housings must be reinspected and recertified every two years (or as specified by the manufacturer). SFI 6.1 bell housings must be reinspected and recertified every five years (6.1). Where SFI Spec bell housings are mandatory, all applicable liners, large mounting fasteners, motor plates, etc., as required by SFI Specs or the manufacturer, must be properly installed. **For all new flywheel shields and for all flywheel shields certified or recertified after Nov. 14, 2012, all liners must be flush with the motor plate; liners may be notched for starter gears/snouts.**

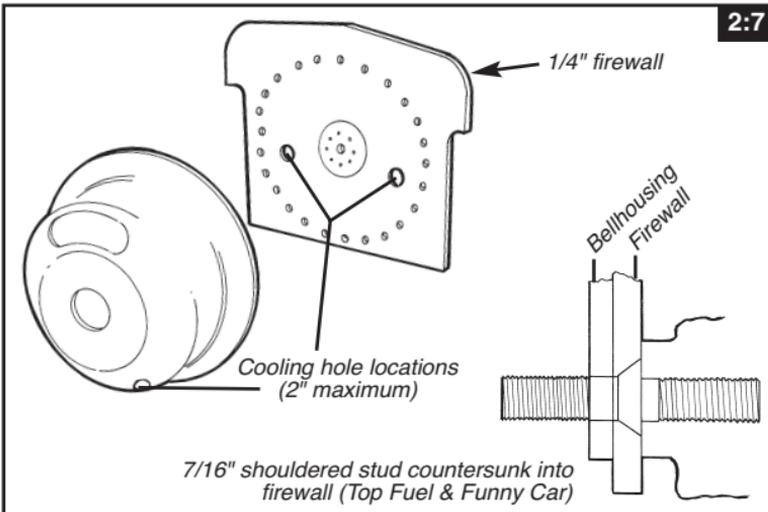
Where an SFI 6.1 or 6.3 bellhousing is mandatory, a full, one-piece motor plate is also mandatory at the rear of the engine block. The motor plate must be constructed of steel or 6061-T6, 7075-T6 or 2024-T3 wrought heat-treated aluminum alloy plate, minimum 1/8-inch thick for 6.1 applications, minimum 3/16-inch thick for 6.3 applications. In addition to the fastener requirements noted below, the SFI 6.3 flywheel shield must be fastened to the motor plate with four 1/2-inch-diameter Grade 5 shoulder bolts or high strength steel (or titanium) fasteners and nuts, one in each quadrant. Where an SFI 6.2 bellhousing is mandatory, see Section 2:8 for motor plate and fastener requirements.

The flywheel shield must be fastened to the engine and motor plate with a full complement (all available engine bolt holes or as specified by the manufacturer) of Grade 8 bolts or high strength studs. The use of Allen bolts to fasten the shield to engine or motor plate, to fasten covers, etc. is prohibited. All bolts (not studs or nuts) used for flywheel shield mounting, covers, etc. must be identifiable as to grade; all nuts and bolts associated with flywheel shield mounting, covers, etc. must be full standard depth, width, etc. (reduced thickness bolt heads, hollow bolts, half nuts, thin wall nuts, etc. prohibited). Maximum depth of flywheel shield is 8 5/8 inches, except Top Fuel, Funny Car, TAD, TAFC, and Advanced E.T., maximum depth 9.4 inches (inside). Maximum thickness of all motor plates, mid-plates, and mounting plates installed between engine and flywheel shield is 1/2-inch, except SFI 6.1 which may be 1 1/4-inch maximum. All covers and fasteners associated with the flywheel shield must be installed prior to starting engine at any time, including warm-ups. Maximum spacing between flange fasteners in the flywheel shield is 7 inches. Chemical milling or any other structure-weakening procedure is prohibited. Welding to repair a flywheel shield is prohibited unless it is performed by the manufacturer and recertified by the manufacturer prior to use.

For cars equipped with an SFI 7.1 lower engine ballistic/restraint device, a maximum of two holes, each no larger than two inches in diameter (or 3.14 square inches equivalent area) are permitted. The holes must be located entirely below the horizontal centerline of the crankshaft. The holes must be at least 0.5-inch from any bellhousing bolt hole and be separated by at least two inches. SFI 6.2 flywheel shields may have one two-inch maximum diameter hole in the bottom of the back face of the shield. The opening in the motor plate for the crankshaft flange may not exceed the crankshaft flange diameter by more than one inch (except as noted for Top Fuel and Funny Car).

2:7 FLYWHEEL SHIELD: Top Fuel and Funny Car

Top Fuel and Funny Cars equipped with a clutch must have a flywheel shield (bellhousing) that meets SFI Spec 6.2 and is labeled accordingly. A one-piece motor plate constructed of 1/4-inch minimum thickness 4130 chrome-moly steel and fitting between the engine and flywheel shield according to the requirements of SFI Spec 2.2B, 2.3M, or 10.1E is required. The motor plate must be attached to the chassis at the four corners with at least two welded mounting points using minimum 3/8-inch-diameter Grade 8 bolts and full nuts. The remaining two motor plate mounting points must be at least saddles fitting around the framerrails and secured with aircraft-type clamps or bolts (hose clamps prohibited).



The flywheel shield and motor plate are to be fastened to the engine by at least seven high strength steel (or titanium) 7/16-inch-diameter shouldered studs countersunk (3/4-inch outside diameter) into the engine side of the motor plate and threaded into the engine (3/4-inch minimum) and nuts of a similar material above the centerline of the crankshaft. The motor plate must be fastened to the flywheel shield with at least eight 7/16-inch-diameter Grade 8 bolts or high strength steel alloy (or titanium) studs and nuts below the centerline of the crankshaft. The flywheel shield must also be fastened to the motor plate by four 3/4-inch-diameter Grade 5 shoulder bolts or high strength steel (or titanium) fasteners and nuts; one in each quadrant as required by SFI Spec 2.3M or 10.1E.

A minimum .090-inch 4130 steel or titanium liner (or as required by the manufacturer) must be fitted to the flywheel shield that is the width of the round body surface of the shield. It must be welded together so that it will fit into the body of the flywheel shield and rotate to absorb energy. A 1/4-inch aluminum bolt may be threaded into the body of the flywheel shield to secure the liner(s) from movement during normal use. The opening in the motor plate to accommodate the crankshaft flange cannot exceed 7.000 inches.

At least five fasteners, 3/8-inch-diameter minimum, must be used to secure aftermarket planetary transmissions (and/or reversers) to flywheel shield. 1/2-inch-thick rings, bosses, or nuts must be welded or otherwise secured inside the back face of the flywheel shield through which the fasteners must be secured.

As described in Section 2:6, any modifications or alterations to the bellhousing by anyone other than the original manufacturer are prohibited. Bellhousing must be recertified by original manufacturer following modification. Clutch adjustment slots, maintenance holes and covers, etc. must be installed by the original manufacturer. See General Regulations 2:6.

2:8 FLYWHEEL SHIELD: Top Alcohol Dragster and Top Alcohol Funny Car

Top Alcohol Dragsters and Top Alcohol Funny Cars equipped with a clutch must have a flywheel shield (bellhousing) that meets SFI Spec 6.2 and is labeled accordingly. All requirements for Top Alcohol Dragster and Top Alcohol Funny Car bellhousing installations are the same as for Top Fuel and Funny Car with the following exceptions:

A one-piece motor plate constructed of 1/4-inch minimum thickness 2024 T3, 6061 or 7075 T6 aluminum and fitting between the engine and flywheel shield according to the requirements of SFI Spec 2.2B, 2.1, or 10.1E is required. The motor plate must be attached to the chassis at the four corners with at least two welded mounting points utilizing minimum 3/8-inch-diameter Grade 8 bolts and full nuts. The remaining two motor plate mounting points must be at least saddles fitting around the frametrails and secured with aircraft-type clamps or bolts (hose clamps prohibited).

The flywheel shield and motor plate are to be fastened to the engine by at least seven 3/8-inch-diameter Grade 8 bolts or high strength steel or titanium studs threaded into the engine (3/4-inch minimum) and nuts of a similar material, above the centerline of the crankshaft. The motor plate must be fastened to the flywheel shield with at least eight 3/8-inch-diameter Grade 8 bolts or high strength steel alloy (or titanium) studs and nuts below the centerline of the crankshaft. The flywheel shield must also be fastened to the motor plate by four 3/4-inch-diameter Grade 5 shoulder bolts or high strength steel (or titanium) fasteners and nuts; one in each quadrant as required by SFI Spec 2.1 or 10.1E. Top Alcohol Dragster and Top Alcohol Funny Car: The opening in the motorplate for the crankshaft flywheel flange may not exceed the crankshaft diameter by more than one inch. See General Regulations 2:6.

2:9 FLYWHEEL SHIELD: Pro Stock and Comp

As described in Section 2:6, any modifications or alterations to the bellhousing by anyone other than the original manufacturer are prohibited. Bellhousing must be recertified by the original manufacturer following modification. Clutch adjustment slots, maintenance holes and covers, etc. must be installed by the original manufacturer.

See Section 2:6 for motor plate and general requirements. The flywheel shield must be fastened to the engine and motor plate with a full complement (all available engine bolt holes or as specified by the manufacturer) of minimum 3/8-inch-diameter Grade 8 bolts or high strength steel studs above the centerline of the crankshaft. The motor plate must be fastened to the flywheel shield with at least eight 3/8-inch-diameter Grade 8 bolts or high strength steel alloy (or titanium) studs and nuts below the centerline of the crankshaft. An opening in the motor plate for an alternative starter location is permitted but it may not exceed 2 inches in diameter and when such an opening is present only one cooling hole is permitted in the motor plate.

2:10 FLYWHEEL SHIELD: Other Classes

All other cars using a clutch and running 11.49 or quicker must be equipped with an SFI 6.1, 6.2, or 6.3 flywheel shield. See Section 2:6 for motor plate and general requirements. There shall be a minimum of seven 3/8-inch-diameter Grade 8 bolts or high strength steel studs in the top half of the bellhousing. There shall be a minimum of eight 3/8-inch-diameter Grade 8 bolts or high strength steel studs in the bottom half of the bellhousing used to fasten the bellhousing to the motor plate. Modifications or repairs to the flywheel shield prohibited except if performed and recertified by manufacturer.

Exceptions to this rule: Volkswagen and Porsche engine cars are not required to have a shield when the engines are normally aspirated and gasoline burning. Porsche engines must use a steel billet flywheel. All other RWD cars running 11.49 or quicker for which an SFI 6.1, 6.2, or 6.3 flywheel shield is not commercially available may use an SFI 6.1, 6.2, or 6.3 flywheel shield from another application and mount it to a motor plate that is mounted to the engine block at all available bolt holes; or must be equipped with a flywheel shield made of 1/4-inch minimum thickness steel plate, securely mounted to the frame or frame structure and completely surrounding the bellhousing 360 degrees. The flywheel shield shall not be bolted to either the bellhousing or engine. The flywheel shield must extend forward to a point at least 1 inch ahead of the flywheel and 1 inch to the rear of the rotating components of the clutch and pressure plate.

All front-wheel-drive or transverse-mounted applications using a clutch and running 11.49 or quicker, for which an SFI Spec 6.1, 6.2, or 6.3 flywheel shield is not commercially available, must be equipped with a flywheel shield made of 1/4-inch minimum thickness steel plate. Shield must surround the bellhousing completely except for area of bellhousing adjacent to differential and axle shaft. Shield may be multi-piece, with pieces bolted together using minimum 3/8-inch-diameter Grade 5 or M10 class 8.8 bolts; may be attached to engine and/or bellhousing.

Titanium flywheel shields are permitted only in Top Fuel, Funny Car, Pro Stock, Top Alcohol Dragster, Top Alcohol Funny Car, Comp, Super Comp, Super Gas, Advanced E.T., and E.T.

2:11 REAR END

Welded spider gear rear ends prohibited in all classes. Four-wheel drive permitted per class requirements. Aftermarket axles and axle-retention device mandatory on Top Fuel, Funny Car, Pro Stock, Top Alcohol Dragster, Top Alcohol Funny Car, Comp, Super Comp, Super Gas, Super Street, and 10.99 or quicker E.T. cars; also mandatory on any car (regardless of class or E.T.) with a spool.

2:12 TRANSMISSION

All cars and trucks in competition except motorcycle- or snowmobile-powered dragsters must be equipped with a reverse gear.

2:13 TRANSMISSION, Aftermarket Planetary

A transmission shield covering transmission and reverser that meets SFI Spec 4.1 is mandatory if engine burns nitromethane; or engine burns methanol or nitrous oxide and runs 9.99 seconds or quicker; or vehicle runs 7.49 seconds or quicker; or engine is supercharged or turbocharged; or on any overdrive unit. Air shifter bottles must be stamped with DOT-1800 pound rating (minimum) and be securely mounted (i.e., no tie-wraps or hose clamps).

At least three bolts, 3/8-inch minimum, must be used to secure aftermarket planetary transmissions to bellhousing, except as

noted in Top Fuel, Funny Car, Top Alcohol Dragster, and Top Alcohol Funny Car.

2:14 TRANSMISSION, Automatic/NHRA-Accepted

All cars running 10.99 (*6.99) seconds and quicker must have an NHRA-accepted locking-type dipstick on the transmission, and dipstick/filler tubes must be securely fastened (i.e., bolted, aircraft clamped). Wire ties, hose clamps, etc. prohibited.

Any non-OEM automatic floor-mounted automatic transmission shifter must be equipped with a spring-loaded positive reverse lockout device to prevent the shifter from accidentally being put into reverse gear. Functional neutral safety switch mandatory. All transmission lines must be metallic or high-pressure-type hose. All vehicles running quicker than 10.99 seconds (*6.99) or faster than 135 mph (except some Stock and Super Stock classes as noted under Class Requirements) and using an automatic transmission must be equipped with a transmission shield meeting SFI Spec 4.1 and labeled accordingly. ("Blanket"-type shield, appropriately labeled as meeting SFI Spec 4.1, permitted.) All non-blanket-type shields must incorporate two (or one, per manufacturer's instructions) 3/4 x 1/8-inch straps that bolt to the shield on each side and pass under the transmission pan, or transmission pan must be labeled as meeting SFI Spec 4.1. Permitted in all classes where an automatic transmission is used.

Comp, Super Comp, Super Gas, 9.99 or quicker E.T. cars, and 135-mph or faster E.T. cars using an automatic transmission, Lenco Drive, or BRT must be equipped with a flexplate meeting SFI Spec 29.1 and covered by a flexplate shield meeting SFI Spec 30.1. Transmission that can utilize a high-gear transbrake must be supported by the use of two momentary buttons (one to arm the system, second as the main transbrake). Air shifter bottles must be stamped with DOT-1800 pound rating (minimum) and be securely mounted (i.e., no tie wraps or hose clamps).

BRAKES & SUSPENSION: 3

3:1 BRAKES

Brakes on each car, regardless of class, must be in good working order with two-wheel hydraulic brakes on rear wheels as a minimum requirement. Four-wheel hydraulic brakes are recommended, or as specified under Class Requirements. Lightening of backing plates, brake drums, and/or brake shoes by cutting or trimming metal prohibited. Cooling or lightening holes may not be drilled in cast iron disc brake rotors. Aluminum rotors prohibited. If hand brake is used, brake handle must be inside car body or driver compartment. Brake lines must be steel, steel braided, or DOT-approved flexible and routed outside the framerail, or enclosed in a 16-inch length of 1/8-inch minimum wall thickness steel tubing securely mounted where line(s) pass the flywheel bellhousing area and not routed in the driveline tunnel. All brake lines must be attached to chassis as per OEM style; hoses must have mounting brackets; no tie wraps, tape, etc. All brake lines on any rear-engine car must be protected inside of tubing or be braided steel construction where they pass the engine. All pedals must be covered with non-skid material. Secondary braking systems are permitted. NHRA-accepted hand controls for the physically challenged permitted. Automated braking systems prohibited; application and release of brakes must be a direct function of the driver; electronics, pneumatics, or any other device may in no way affect or assist brake operation. NHRA-accepted mechanical ABS systems permitted in all classes; contact NHRA Technical Department headquarters. If brake system includes a differential pressure switch, line-loc installed on front brakes must have solenoid installed after the differential switch. All line-locs (electric or hydraulic) must be self-returning to normal brake operating mode.

3:2 SHOCK ABSORBERS

Each car in competition must be equipped with one operative shock absorber for each sprung wheel. Shock absorbers may be either hydraulic or friction type, securely mounted, and in good working order. See Class Requirements.

3:3 STEERING

Each car's steering system must be secure and free of defects. All butt-welded parts must have additional visible reinforcement. Only conventional automotive steering systems are permitted; flexible steering shafts prohibited. Rear-wheel steering prohibited, unless vehicle was originally manufactured with an OEM system. An OEM system may not be modified, altered, or used in any manner inconsistent with manufacturer's specifications. All rod ends must be a minimum of 3/8-inch shank diameter and must be installed with flat washers of sufficient outside diameter to prevent bearing pullout. All steering boxes, sectors, and shafts must be mounted to the frame or suitable crossmember and cannot be mounted in any case to the bellhousing and/or bellhousing adapter shield, or motor plate. A secondary steering shaft stop must be installed to prevent long steering shaft from injuring driver in case of frontal impact (i.e., collar or U-joint pinned at crossmember, bracket, etc.). Commercially available quick-disconnect steering wheels permitted (except as noted in Class Requirements). Adapter must be welded to shaft. All fasteners must be of a positive nature; no roll or pressed pins, no ball-lock pins, set screws, etc. NHRA-accepted swing-away steering column permitted with removable steering wheel.

3:4 SUSPENSION

All cars must have a full suspension system of the type produced by an automobile manufacturer (i.e., springs, torsion bars, etc.). Rigid-mount front and/or rear axles are permitted when so indicated in Class Requirements. All rod ends must be installed with flat washers of sufficient outside diameter to prevent bearing pullout. Hollow rod ends are prohibited. **With the exception of unaltered OEM production Can-Am Spyder three-wheel motorcycles, three-wheel vehicles are not eligible for competition in any class.** Radius rods are not required on front axles that are rigidly mounted 18 inches or less from kingpin axis. Any front suspension using a beam or tubular axle must have radius rods attached to frame.

3:5 TRACTION BAR ROD ENDS

Minimum requirement for rod ends on the front of all ladder-type traction bars is 3/4-inch steel. A rod end strap to keep ladder bar secured in event of rod end failure mandatory in all classes. All traction devices that are not attached at front (i.e., slapper bars, etc.) must have a U-bolt or strap to prevent them from coming in contact with track.

3:6 WHEELIE BARS

Some classes limit length of wheelie bar — see Class Requirements. All wheelie bars, regardless of class, must have non-metallic wheels (i.e., rubber, plastic). Wheelie-bar wheels must turn freely at starting line, any preload prohibited. Wheelie bars must be fixed. Hydraulics, pneumatics, electronics, etc. or any adjustment or movement during run prohibited. Using wheelie-bar wheels as "fifth wheel" sensing device prohibited.

FRAME: 4

4:1 ALIGNMENT

Each car in competition, regardless of class, must have sufficient positive front-end alignment to ensure proper handling of car at all speeds.

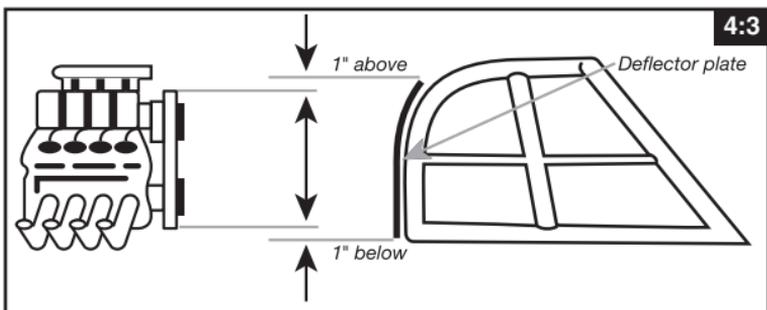
4:2 BALLAST

As permitted in Class Requirements. Any material used for the

purpose of adding to a car's total weight must be permanently attached to the car's structure and must not extend in front of or behind the rear of the car's body or above the rear tires. No liquid or loose ballast permitted (i.e., water, sandbags, rocks, shot bags, metal weights, etc.). Discovery of loose or disguised ballast will result in disqualification from the event, regardless of whether infraction occurs during qualifying or eliminations. Additional penalties may be imposed in the sole and absolute discretion of NHRA. Weight boxes (two maximum) made of 1/8-inch material may be constructed to hold small items such as shot bags, lead bars, etc., as long as box and contents do not weigh more than 100 pounds or as outlined in Class Requirements. The box must be securely fastened to the frame or crossmember with at least two 1/2-inch-diameter steel bolts. Any liquid other than engine fuel being used, located behind the front firewall (on a front-engine car), is considered ballast and is prohibited, except for intercooler tanks that contain water and/or ice only. Tank must be securely mounted to frame, frame member, or OEM floor pan. To permit "making a class" due to a difference in scale calibration, a maximum removable weight of 100 pounds (or as outlined in Class Requirements) is permitted. Removable weight must be securely mounted to the frame or frame structure by a minimum of two 1/2-inch-diameter steel bolts per 100 pounds, or one 3/8-inch steel bolt per 5 pounds; all other weight bars, pucks, etc. must use minimum 1/2-inch-diameter SAE grade 8 bolts for attachment. Hose clamps, wire, strapping, tape, tie wraps, etc. for securing weight or ballast prohibited. Acceptable forms of ballast are 1) Heavier gauge steel floors (i.e., 16- or 18-gauge, heavier gauge and/or plate steel prohibited); 2) Frame reinforcing cross members; or 3) the addition of protective equipment such as roll bars, flywheel shield, etc. If additional ballast is needed and is permitted by Class Requirements, it must be permanently attached to frame, bolted with two 1/2-inch-diameter bolts per 100 pounds, with nuts welded to bolts. Maximum amount of removable and/or permanent ballast, unless otherwise stated under Class Requirements, is 500 pounds. Cars running 8.49 and quicker are limited to 250 pounds maximum, per SFI chassis specification.

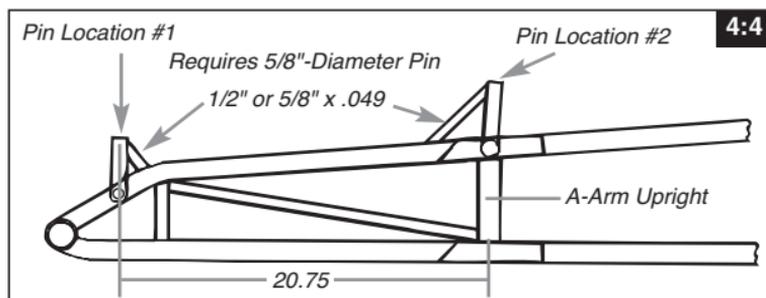
4:3 DEFLECTOR PLATE

All rear-engine cars must have a deflector plate to protect driver and fuel tank from engine. For Top Fuel and Top Alcohol Dragster specifications, see Class Requirements. Plates must be made of minimum 1/8-inch aluminum or .060-inch steel or titanium. Must extend from top blower pulley to bottom pulley and be at least 1 inch wider than each pulley for supercharged cars. Other cars must have plate covering from shoulder height to bottom of chassis. On any enclosed engine/driver configuration, a full bulkhead must be installed, completely sealing the driver from the engine. Minimum attachment for any plate is four 5/16-inch, Grade 5 bolts. Absolutely no components may be mounted to the helmet shroud or deflector plate above the top of the shoulder hoop. See 1:1 COOLING SYSTEM for additional requirements.



4:4 FRAMES

Pressurization of framerails, roll bar, or roll cage in lieu of air bottles is prohibited. All Top Alcohol Dragster chassis must incorporate standardized tow hookup tube (see illustration) for ease of removal in the event vehicle does not clear the racetrack under its own power. Top Fuel dragster chassis must incorporate either the standard tow hookup tube (see illustration) or an NHRA-accepted tow hook loop attached to the front of the front wing mounting tube. See also 4:10 ROLL BAR and 4:11 ROLL CAGE.

**4:5 GROUND CLEARANCE**

Minimum 3 inches from front of car to 12 inches behind centerline of front axle; 2 inches for remainder of car, except oil pan and exhaust headers where permitted. When permitted under Class Requirements, devices used for anti-rotation purposes (i.e., wheelie bars) are exempt from the 2-inch clearance rule. Unless otherwise permitted by Class Requirements, the installation of a "beam breaker" in front of the body is restricted to extending no farther forward than the body or bumper and must also satisfy the 3-inch ground-clearance requirement.

4:6 MAGNAFLUX CERTIFICATES

Magnaflux certificates may be required by the technical inspector on any altered or welded parts.

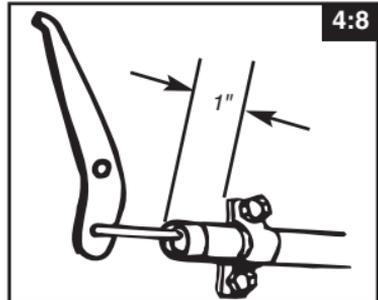
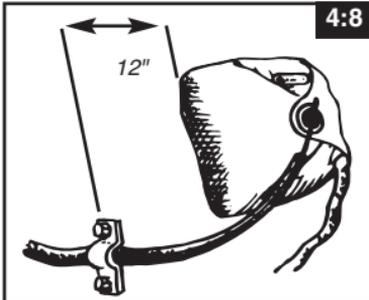
4:7 MOUNTING HARDWARE

Hose clamps and tie wraps may be used only to support hoses and wires; all other components must be welded, bolted, aircraft clamped, etc. All self-locking fastener buttons must be metallic. All self-locking fastener buttons may be painted any color on their face, but must be WHITE or SILVER ONLY under the face. This rule applies to ALL cars in ALL classes. All electrical, instrumentation, etc. connection boxes (e.g., exhaust temperature sensor/data recorder boxes and similar components) must either be securely (no wire ties, hose clamps, Velcro, etc.) attached to the engine, frame, bellhousing, etc. OR be constrained by a .060-inch-diameter stainless-steel multi-strand cable/lanyard such that it will not drop to the ground or contact a tire if any of the connecting wires break, OR be located such that they will fall into the body/belly pan if any of the connecting wires break.

4:8 PARACHUTES

If outlined in Class Requirements, it is mandatory to have a braking parachute produced by a recognized drag racing parachute manufacturer. Dual parachutes required for all cars running 200 mph or more or if required by Class Requirements. Tech inspectors may observe the proper operation of the parachute(s) and inspect for worn or frayed shroud lines, ripped or dirty canopies, and worn or ragged pilot chutes. Parachute cable housings should be mounted solidly to frame tube or other suitable member no farther back than 1 inch from the release handle. If automated push-button release system is used, driver must also be able to use handle to manually release the parachute(s). The release housing must be attached within 12 inches of the

parachute pack and in a manner that will allow the inner cable to release the parachute. When supercharged or using nitromethane as a fuel, it is mandatory that the parachute pack and unpacked shroud lines be protected with fire-resistant material from the mounting point to the pack. Parachutes must have their own independent mounting with sleeved 3/8-inch minimum steel bolts or steel pins required for all applications unless otherwise stated in Class Requirements. The use of ball-lock pins for parachute mounting prohibited. Applications using two parachutes are required to have separate mounting points for each parachute system. Shroud line(s) mounting brackets must be constructed of minimum .090-inch steel unless otherwise stated in Class Requirements. Safety pins must be red flagged and removed prior to burnout.



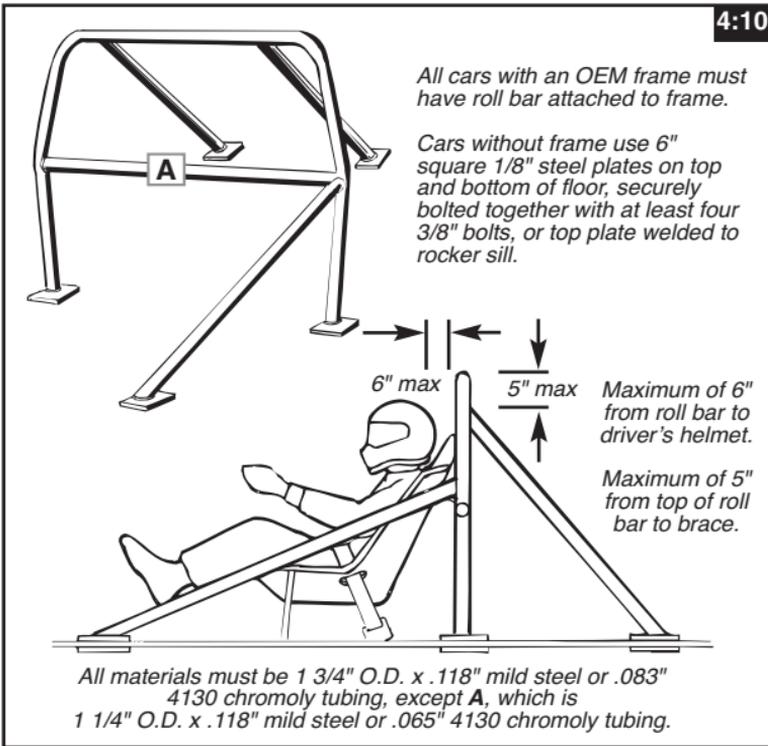
4:9 PINION SUPPORT

All cars using an open driveline must have radius arms, traction bars, or some suitable pinion support to prevent rear-end housing rotation.

4:10 ROLL BAR

All roll bars must be within 6 inches of the rear, or side, of the driver's head, extend in height at least 3 inches above the driver's helmet with driver in normal driving position or be within 1 inch of the roof/headliner in the area above the driver's helmet, and be at least as wide as the driver's shoulders or within 1 inch of the driver's door. Roll bar must be adequately supported or cross-braced to prevent forward or lateral collapse. Rear braces must be of the same diameter and wall thickness as the roll bar and intersect with the roll bar at a point not more than 5 inches from the top of the roll bar. Crossbar and rear braces must be welded to main hoop. Sidebar must be included on driver's side and must pass the driver at a point midway between the shoulder and elbow. Swing-out sidebar permitted. All roll bars must have in their construction a cross bar for seat bracing and as the shoulder harness attachment point; cross bar must be installed no more than 4 inches below, and not above, the driver's shoulders or to side bar. All vehicles with OEM frame must have roll bar welded or bolted to frame; installation of frame connectors on unibody cars does not constitute a frame; therefore it is not necessary to have the roll bar attached to the frame. Unibody cars with stock floor and firewall (wheeltubs permitted) may attach roll bar with 6-inch x 6-inch x .125-inch steel plates on top and bottom of floor bolted together with at least four 3/8-inch bolts and nuts, or weld main hoop to rocker sill area with .125-inch reinforcing plates, with plates welded completely. Also, the roll bar may be welded to frame connectors that are fully welded in place and are 1 5/8 inches x .118-inch MS or .083-inch CM round and/or 2 inch x 2 inch x .058 MS or CM rectangular. All 4130 chromoly tube welding must be done by approved TIG heliarc process; mild steel welding must be done by approved MIG wire feed or approved TIG heliarc process. Welding must be free of slag and porosity. Any grinding of welds prohibited. See illustration. Roll bar must be padded anywhere driver's helmet may contact it while in driving position. Adequate padding must have minimum 1/4-inch compression or meet SFI

Spec 45.1. All cars running 9.99 (*6.39) or quicker, SFI Spec 45.1 mandatory.



4:11 ROLL CAGE

All roll cage structures must be designed in an attempt to protect the driver from any angle, 360 degrees. All 4130 chromoly tube welding must be done by approved TIG heliarc process; mild steel tube welding must be approved MIG wire feed or TIG heliarc process. Welding must be free of slag and porosity. Any grinding of welds prohibited. All butt welds must have visible reinforcement (i.e., sleeve and rosette welds). Visible reinforcement around any hole in any SFI Spec chassis (not just the roll cage) mandatory. Reinforcement must be of at least the same cross-sectional area as the hole, at least .049-inch-thick chromoly and completely welded around the outside. Plating of chassis prohibited for cars running 7.49 and quicker manufactured after Jan. 1, 1999 and for all cars manufactured after Jan. 1, 2003, regardless of e.t. or speed. Painting and powder coating of chassis permitted. Top Fuel, Funny Car, Pro Stock, Top Alcohol Dragster, Top Alcohol Funny Car, Comp, Super Stock, Stock, Super Comp, Super Gas, and 9.99 or quicker E.T. chassis (see Class Requirements) must have a serialized chassis sticker affixed to frame before participating in any NHRA member track event. Certifications are available at NHRA Mello Yello Drag Racing Series national events, NHRA Lucas Oil Drag Racing Series events, or by making prior arrangements through a division office. All chassis must be recertified every three years unless otherwise specified in Class Requirements. Roll cage must be padded anywhere the driver's helmet may contact it. For all cars running 9.99 (*6.39) and quicker, this padding must meet SFI Spec 45.1. To determine which type of roll cage your car needs, refer to illustrations in this section as well as specific Class Requirements for the applicable e.t. and body-style roll-cage requirements. Open-bodied cars running 9.99 and quicker and/or faster than 135 mph, all rear-engine dragsters, and all street roadsters must meet applicable SFI Specification for e.t. (see Class Requirements). Full-bodied cars running 8.49 and quicker and/or exceeding 180 mph must meet applicable SFI Specification for e.t. and weight (see Class

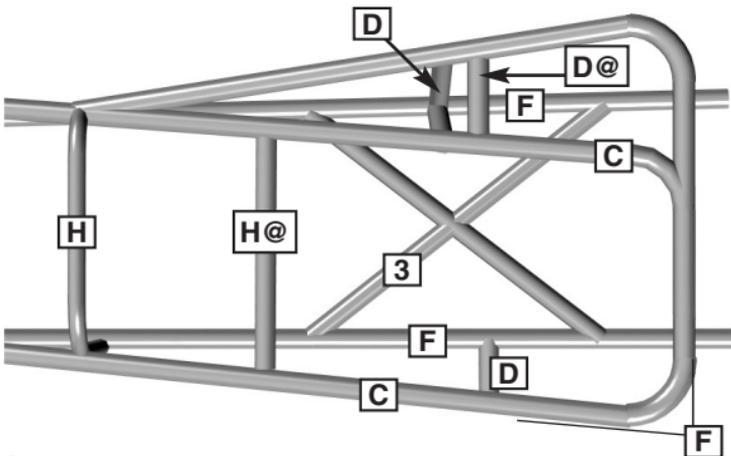
Requirements). Full-bodied cars running between 8.50 and 9.99 and slower than 180 mph must meet the NHRA Full-Bodied roll cage requirements found in the illustration in this section. Front-engine dragsters, alteredds, and Funny Cars running slower than 10.00 seconds must meet their respective NHRA roll cage requirements found in the illustrations in this section. SFI Specifications may be purchased from the SFI Foundation (sfi foundation.com, 858-451-8868); SFI Specifications are not available from NHRA Technical Services.

Open-Bodied Cars

When driver is in driving position in an open-bodied car, roll cage must be at least 3 inches in front of helmet. Cars without crossmember above driver's legs must have a strap or device to prevent legs from protruding outside chassis. On front-engine dragster, seat uprights and back braces must be arranged such that

STREET ROADSTER
(10.00 (*6.40) seconds e.t. and slower)

TOP VIEW FROM ABOVE
(roll cage removed from drawing for clarity)



A - 6 points of attachment

D@ - Horizontal, 1 1/4" x .058" used to tie inner and outer upper frame, only when no other support exists

F - Lower frame - needs extension on left side when driver's seat is overhanging lower framerail

H - Foot box support 1" x .058"

H@ - Retention for driver's legs, also can be a dash mount 1" x .058"

3 - Single diagonal 3/4" x .058"
X or K design 5/8" x .058"

When 1 5/8" x .083" is used for upper **C** and lower **F** frame and uprights **D**, eliminates the need for inner frame diagonals **3**. Diagonals **3** along outer frame and uprights still mandatory

Street Roadster Tubing Code			
	O.D.	Chromoly	Mild Steel
A	1 1/2	.065	.118
C	1 1/2	.058	.118
D	1 1/4	.058	.118
	1 1/8	.065	.118
F	1 1/4	.058	.118
	1 3/8	.049	.118
I	1 1/4	.049	.118

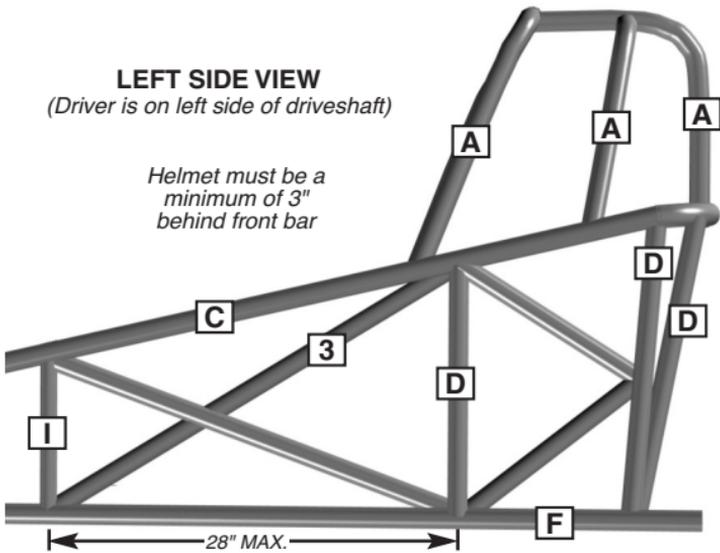
a flat surface passed over any two adjacent members will not contact the driver's seat or containment. Additional uprights, max 30 degrees from vertical, must be added until this requirement is satisfied. When non-vertical upright or "running W" side bay designs are used (i.e., uprights installed at greater than 30 degrees from vertical), adjacent roll-cage diagonals must be the same size as that required for the upright. Motor mount and/or rear-end uprights (except rear-engine dragster) may be rectangular tubing, 1 3/4-inch x 1-inch x .058 CM or MS minimum.

For all vehicles required to meet SFI Specification 2.1, 2.2, 2.3, 2.4, 2.5, 2.6, 2.7, 10.1 and 10.4 the upper roll-cage members must have head/helmet guards of one-inch by .058-inch round tube.

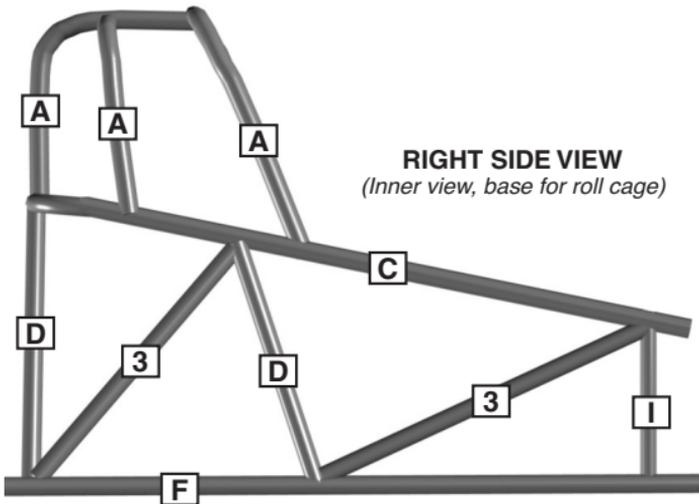
STREET ROADSTER (10.00 (*6.40) seconds e.t. and slower)

LEFT SIDE VIEW
(Driver is on left side of driveshaft)

Helmet must be a minimum of 3" behind front bar



RIGHT SIDE VIEW
(Inner view, base for roll cage)

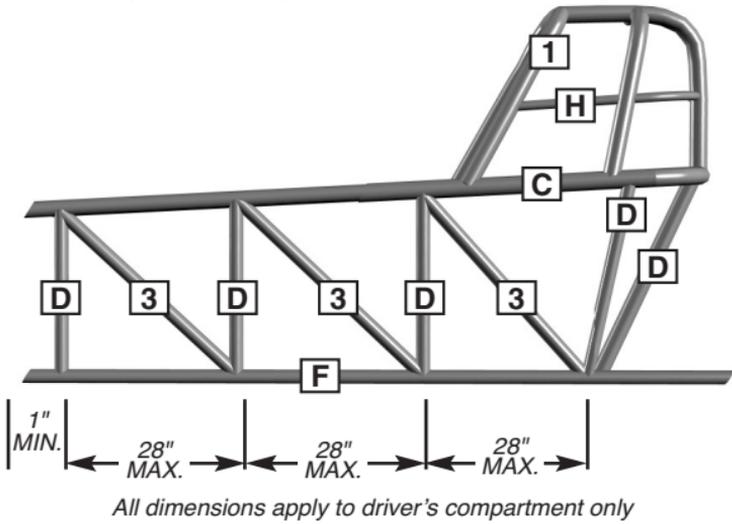


When this design is used for the inner structure, adjacent to the driver, then the outer structure has no minimum requirements.

*Mild steel construction requires .118" minimum wall thickness.
Lower frame of square tubing minimum is 2" x 2" x .058".*

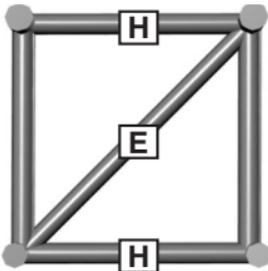
REAR-ENGINE DRAGSTER

(10.00 (*6.40) seconds e.t. and slower)

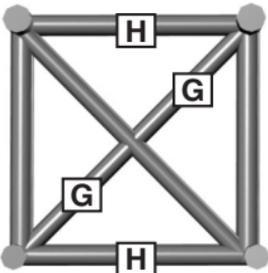


FRONT VIEWS

(Dragster; rear engine)

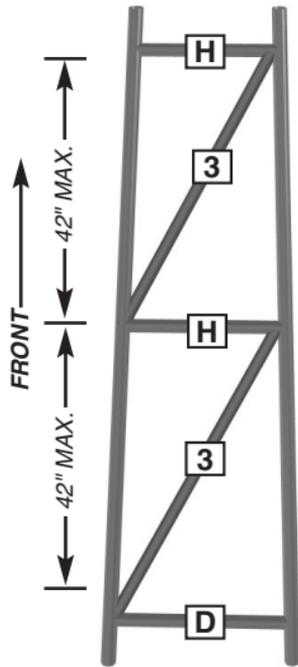


OPTION #1



OPTION #2

BOTTOM VIEW

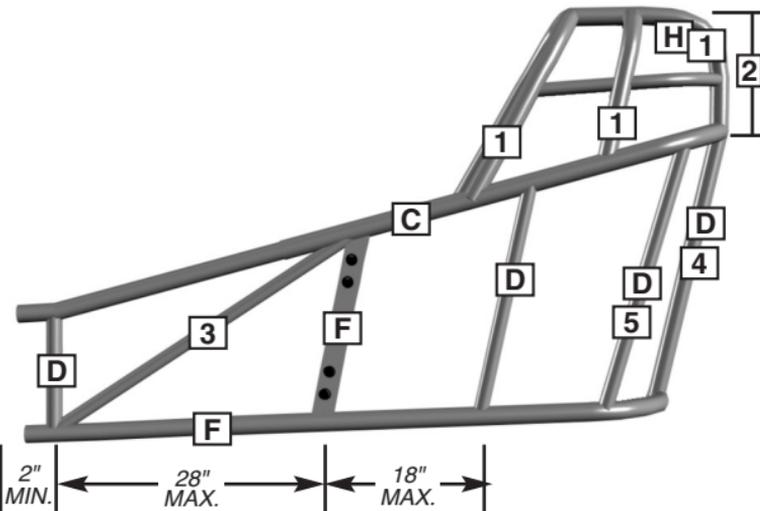


RED, FED, Altered, and Funny Car Tubing Code			
	O.D.	Chromoly	Mild Steel
A	1 1/2	.065	.118
B	1 5/8	.065	.118
C	1 3/8	.058	.118
D	1 1/4	.058	.118
	1 1/8	.065	.118
E	3/4	.058	.118
	1	.049	.118
F	1 1/4	.058	.118
	1 3/8	.049	.118
G	5/8	.058	.118
H	1	.058	.118
I	1 1/4	.049	.118

Full-Bodied Cars

On full-bodied cars with the driver in driving position, helmet must be in front of main hoop. If helmet is behind or under main hoop, additional tubing same size and thickness as roll cage must be added to protect driver. Main hoop may be laid back or forward, but driver must be encapsulated within the required roll-cage components. For cars being built to the Rulebook Spec (i.e., 8.50 seconds e.t. and slower), there are times when it is not practical to fully weld the windshield bar and/or the main hoop to its adjacent structure. In this case, the use of two (i.e., two per affected joint) 1 3/4-inch x 1 3/4-inch x .110-inch 4130 chromoly or mild steel plate gussets, fully welded on one side, may be used to replace up to 25 percent of the weld. These plate gussets may have a maximum of one 1/2-inch-diameter and two 5/16-inch-diameter holes. Another option to correct these incomplete welds is to use two, fully welded, tube gussets per affected joint. These tube gussets must be a minimum of 3/4-inch x .049 4130 chromoly or 3/4-inch x .118-inch mild steel and at least 4 inches in length. These gussets are an acceptable correction to incomplete welds only in the OEM roof area. On unibody cars with stock floor and firewall (wheel tubs permitted), the roll cage may be bolted or welded to the floor/rocker box via 6-inch x 6-inch x .125-inch steel plates similar to the roll-bar attachment requirements of paragraph 4:10 in this section. Unless attaching to OEM floor or frame, the minimum requirements for a frame member or fully welded in place frame connectors on unibody cars to which a roll-cage member is

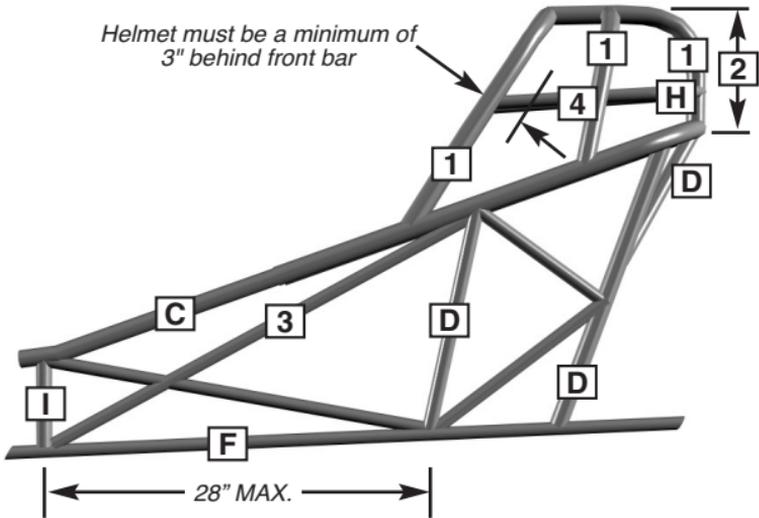
**FRONT-ENGINE
DRAGSTER**
(10.00 (*6.40) seconds e.t. and slower)



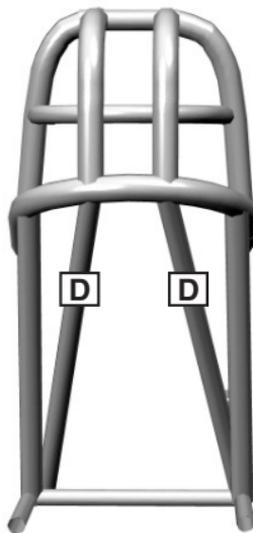
- 1** - Rear-engine dragsters with 5 or 6 points of attachment, use code **A**. Front-engine dragsters with 6 points of attachment, use 1 1/2-inch x .058-inch CM or .118-inch MS. Front-engine dragsters with 5 points of attachment, use code **B**, and **C** (upper framerail/shoulder hoop) becomes 1 1/2-inch x .058-inch CM or .118-inch MS.
- 2** - If over 18 inches, use code **B**, and **C** (upper framerail/shoulder hoop) becomes 1 1/2-inch x .065-inch CM or .118-inch MS.
- 3** - If an X or K design is used then 5/8" x .058", otherwise **E**.
- 4** - If lower framerails transition into back brace uprights, must include a 1" x .058" crossmember between back brace uprights (rear seat crossmember), min. 5 inches, max. 10 inches above lower framerails.
- 5** - "Kidney" upright.

ALTEREDS, FUNNY CARS

(10.00 (*6.40) seconds e.t. and slower)



REAR VIEW
(Altered, Funny Cars,
Rear-Engine Dragsters)

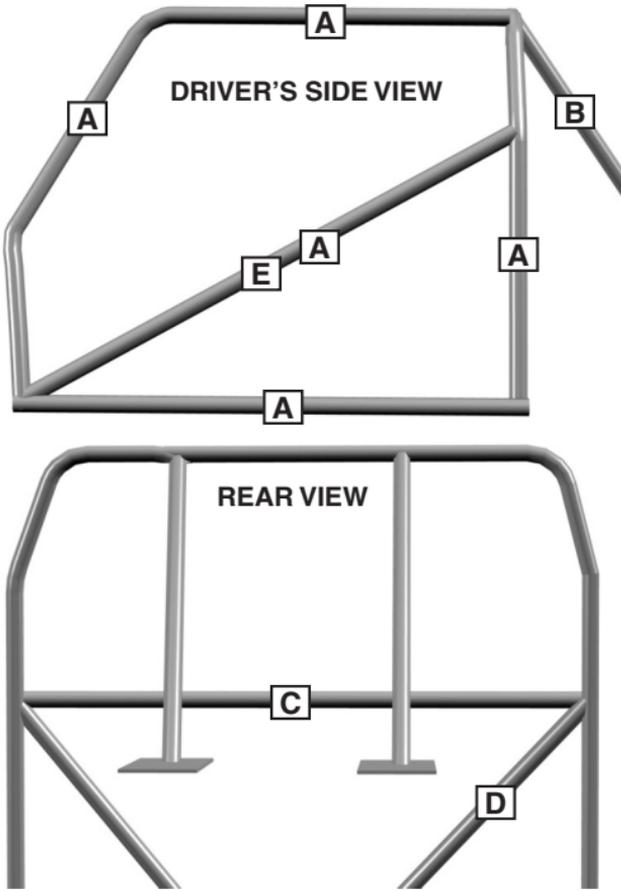


- 1** - Funny Car and altered with 6 points of attachment, use 1 1/2-inch x .058-inch chrome moly (CM) or .118-inch mild steel (MS). Funny Car and altered with 5 points of attachment, use code **B**, and **C** (upper framerail/shoulder hoop) becomes 1 1/2-inch x .058-inch CM or .118-inch MS.
- 2** - If over 18 inches, use code **B**, and **C** (upper framerail/shoulder hoop) becomes 1 1/2-inch x .065-inch CM or .118-inch MS.
- 3** - If X or K design is used then 5/8" x .058", otherwise **E**.
- 4** - For Altered and Funny Cars, the **H** bar permitted.

RED, FED, Altered, and Funny Car Tubing Code			
	O.D.	Chromoly	Mild Steel
A	1 1/2	.065	.118
B	1 5/8	.065	.118
C	1 3/8	.058	.118
D	1 1/4	.058	.118
	1 1/8	.065	.118
E	3/4	.058	.118
	1	.049	.118
F	1 1/4	.058	.118
	1 3/8	.049	.118
G	5/8	.058	.118
H	1	.058	.118
I	1 1/4	.049	.118

FULL-BODIED CARS

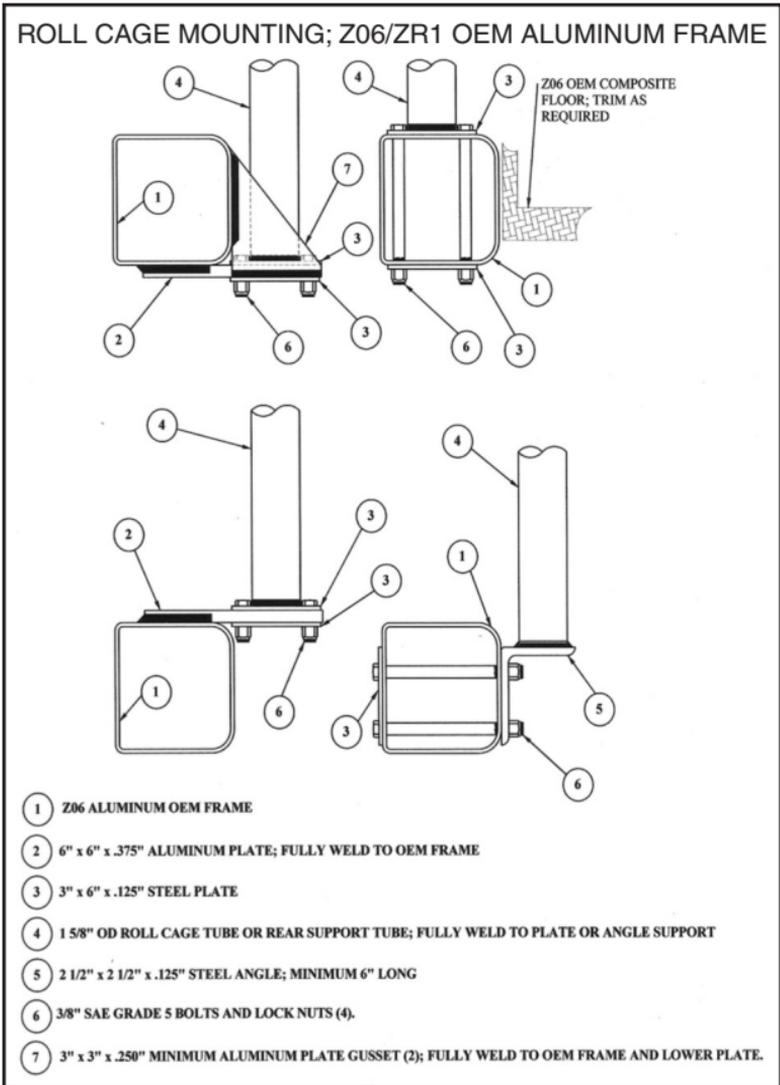
(8.50 (*5.35) seconds e.t. and slower)



All cars with an OEM steel frame must have roll cage welded to frame. For 1997 and later Z06 and ZR1 Corvettes only with aluminum frames, the acceptable roll-cage mounting is shown in the next drawing.

- B** - If **A**, two bars any length.
 If **B1**, two bars, 30" or less; must attach within 5 inches from top of main hoop.
 If **B2**, minimum 4 bars. At least 2 bars must attach to horizontal portion of main hoop.
 If **B3**, minimum 6 bars. At least 2 bars must attach to horizontal portion of main hoop.
- D** - 1 1/4" x .058" CM (.118" MS) mandatory when main hoop is welded to plates on floor and/or rocker/sill in lieu of frame; D-bars must be attached to frame, subframe, subframe connectors, or OEM driveshaft tunnel. Refer to text in this section for specific criteria.
- E** - May substitute an "X" brace of 1 1/2 by .065-inch 4130 chromoly or 1 1/2 by .118-inch mild steel.

Tubing Code			
	O.D.	CM	MS
A	1 5/8	.083	.118
B-1	1 1/2	.058	.118
B-2	1 3/8	.049	.118
B-3	1 1/4	.049	.118
C	1 1/4	.065	.118
D	1 1/4	.058	.118
CM	4130 Chromoly		
MS	Mild Steel		



attached are 1 5/8-inch x .118-inch MS or .083-inch CM round and/or 2-inch x 2-inch x .058 MS or CM rectangular. All cage structures must have in their construction a cross bar for seat bracing and as the shoulder harness attachment point; cross bar must be installed no more than 4 inches below, and not above, the driver's shoulders, or to side bar. All required rear braces must be installed at a minimum angle of 30 degrees from vertical and must be welded in. Side bar must pass the driver at a point midway between the shoulder and elbow.

Unless an OEM framerail is located below and outside of driver's legs (i.e., '55 Chevy, '65 Corvette, etc.) a rocker or sill bar, minimum 1 5/8-inch x .083 CM or .118 MS or 2-inch x 2-inch x .058-inch CM or MS rectangular, is mandatory in any car with a modified floor or rocker box within the roll-cage uprights (excluding 6 square feet of transmission maintenance opening). Rocker bar must be installed below and outside of driver's legs and must tie into the main hoop, the forward hoop, frame, frame extension, or side diagonal. Rocker bar may not tie into swing-out side bar support. If rocker bar ties into side diagonal more than 5 inches (edge to edge) from forward roll-cage support or main hoop, a 1 5/8-inch x .083 CM or .118 MS brace/gusset is mandatory between the diagonal and forward roll-cage support or main hoop.

"D" bar installation for full-bodied cars: For front-wheel-drive cars, with complete OEM floor (from the firewall to the rear of the trunk)

and rocker/sill boxes, the 1 1/4-inch x .058-inch CM (.118-inch MS) "D" bars (when required; i.e., when the main hoop is not welded to the frame) may be welded to a 1 5/8-inch x .083-inch CM (.118-inch MS) crossmember welded to the rocker/sill box via conventional 6-inch x 6-inch x 1/8-inch-thick plates. For rear-wheel-drive cars, with neither a frame nor subframe connectors, but with complete OEM floor (from the firewall to the rear of the trunk; exception: the rear inner wheelwells may be tubbed with steel or aluminum), the 1 1/4-inch x .058-inch CM (or .118-inch MS) "D" bars may be welded to conventional 6-inch x 6-inch x 1/8-inch formfitted/contoured plates attached to the driveshaft tunnel. Otherwise, the "D" bars must be attached to frame, subframe, or subframe connectors.

Swing-out side bar permitted on OEM full-bodied car 8.50 e.t. and slower. The following requirements (a through d) apply:

- a. 1 5/8-inch O.D. x .083-inch CM or .118-inch MS minimum. Bolts/pins must be 3/8-inch-diameter steel, minimum and in double shear at both ends.
- b. Male or female clevis(es) permitted. Male clevis must use two minimum 1/8-inch-thick brackets (CM or MS) welded to each roll-cage upright; female must use minimum 1/4-inch-thick bracket (CM or MS) welded to each roll-cage upright. Pins must be within 8 inches of the vertical portion of both the forward and main hoops. A half-cup backing device must be welded to the vertical portion of the main hoop (inward side) or the upper end of the swing-out bar (outward side), minimum .118-inch wall (CM or MS) extending at least 1 5/8 inches past the center of the pins. A clevis assembly using a minimum .350-inch-thick male component and two minimum .175-inch-thick female components may use a 1/2-inch-diameter Grade 5 bolt and does not require a half-cup backing device.
- c. Sliding sleeves of 1 3/8-inch x .083 CM or .118 MS, with minimum 2-inch engagement, are permitted in lieu of the upper pin/cup.
- d. All bolt/pin holes in the swing-out bar must have at least one-hole diameter of material around the outside of the hole.

Steel-bodied pickup trucks (7.50 seconds and slower), roll cages are permitted with no back braces if the roll cage satisfies SFI 25.1, 25.2, 25.4, or the roll cage consists of a 4-point (door car) cage with a complete SFI 2.4, 2.5, 2.6, 2.7 dragster, SFI 10.2, 10.3 altered, or SFI 10.4 street roadster roll cage/driver's compartment incorporated into and attached to the 4-point roll cage. An upper windshield bar is mandatory.

Non-steel-bodied pickup trucks (7.50 seconds and slower), roll cages are permitted with no back braces if the roll cage satisfies SFI 25.1, 25.2, 25.4, or the roll cage satisfies the requirements for SFI 2.4, 2.5, 2.6, 2.7 dragster, SFI 10.2, 10.3 altered, or SFI 10.4 street roadster roll cage/driver's compartment. No 4-point (door car) cage is required and no upper windshield bar is required.

On all cars requiring a roll cage, if the OEM firewall has been modified (in excess of 1 square foot for transmission removal, not including bolted in components) a lower windshield or dash bar of 1 1/4 x .058-inch 4130 chromoly or 1 1/4 x .118-inch mild steel is mandatory connecting the forward cage supports.

All joints indicated as tube-to-tube joints/intersections must be fabricated by properly notching the components to fit with minimum clearance unless otherwise noted. Crushing the end of a tube to oval in lieu of properly notching/fitting the tube is not acceptable. Welding a plate to the side of one tube and butt welding the other tube to the plate surface in lieu of properly notching/fitting the tube is not acceptable.

For Sportsman full-bodied cars that require a roll cage (7.50 seconds and slower, including cars inspected to SFI 25.4 or 25.5): If the windshield/roof bars are interrupted by the dash bar, then either the entire dash bar must be minimum 1 1/2-inch x .058-inch CM (.118-inch MS) or the entire dash bar must be minimum 1 1/4-inch x .058-inch CM (.118-inch MS) and must be braced with gussets to both the upper and lower sections of each windshield/roof bar. The gussets may be either 1.75-inch x 1.75-inch x .110-inch (with one 1/2-inch-diameter and two 5/16-inch-diameter holes maximum) 4130 CM or MS plate (triangle shaped) or 3/4-inch x .049-inch CM (.118-inch MS) tubing at least 4 inches long. An interrupted windshield/roof bar is defined as one that has been completely severed into upper and lower sections/pieces and then the sections/pieces are welded to the dash bar.

4:12 WHEELBASE

Minimum 85 inches, unless OEM was less and vehicle is equipped with OEM engine and drivetrain. Maximum wheelbase variation from left to right is 1 inch, unless otherwise noted in Class Requirements.

TIRES & WHEELS: 5

5:1 TIRES

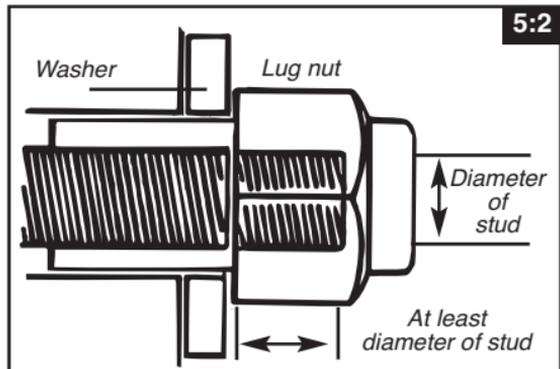
Tires will be visually checked for condition, pressure, etc. and must be considered free of defects by the technical inspector prior to any run. All street tires must have a minimum of 1/16-inch tread depth. Temporary spares, space saver spares, farm implement or trailer tires prohibited. Metal, screw-in valve stems mandatory in tubeless tires, front and rear, on vehicles running 11.99 or quicker; unless OEM tire pressure monitor sensor is used. Chemically treating and physically altering (e.g., lightening, etc.) a tire in any manner is prohibited unless such treatment or alteration is performed by the original manufacturer.

5:2 WHEELS

Hubcaps must be removed for inspectors, who will check for loose lugs, cracked wheels, worn or oversize lug holes, and condition of spindles, axle nuts, cotter pins, etc. Snap-on hubcaps are prohibited on any class car. The use of "spinner" style wheels or any wheel design that incorporates movable pieces while vehicle is in motion or stationary are prohibited.

Each car in competition must be equipped with automotive-type wheels with a minimum 12 inches of diameter unless Class Requirements stipulate otherwise. Motorcycle wheels or lightweight automotive wire wheels must be equipped with .100-inch minimum diameter steel spokes, properly cross-laced to provide maximum strength. All spoke holes in rim and hub must be laced. Omissions to lighten wheels prohibited. The thread engagement on all wheel studs to the lug nut, or lug bolts to wheel hubs, must be equivalent to or greater than the diameter of the stud/bolt. Length of the stud/bolt does not determine permissibility. (Example: A 7/16-inch stud must be thoroughly engaged through the threads in the hex portion of the lug a minimum of 7/16-inch.)

Wheel spacer permitted. Spacer to be either hub-centric or lug-centric and must fit with minimal clearance to retain concentricity. The



wheel spacer must not reduce the minimum permitted thread engagement below the limits established by fastener diameter. (See example as stated above.) No stacking of wheel spacers allowed. Maximum rim width on any car: 16 inches. No rear wheel discs or covers permitted in any category. Top Fuel and Funny Car rear wheels must meet SFI Spec 15.4. Pro Stock, Top Alcohol Dragster, Top Alcohol Funny Car, and Pro Modified (Comp) must meet a minimum of SFI Spec 15.1.

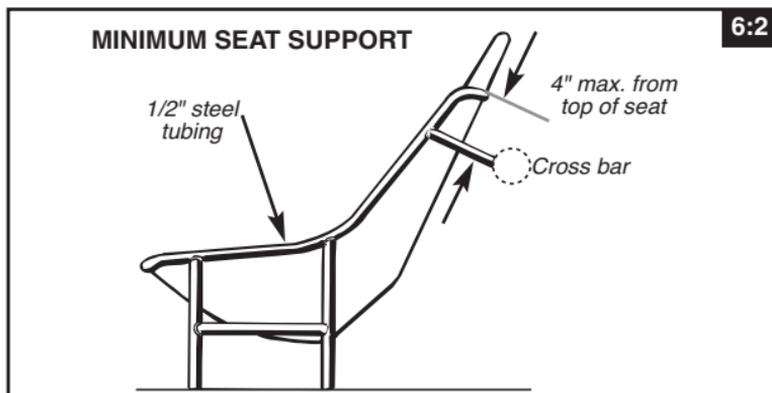
INTERIOR: 6

6:1 DRIVER COMPARTMENT

Both doors must be functional from inside and outside on all full-bodied cars. All interior panels (firewalls, floors, wheel tubs, doors, etc.) within the driver compartment of enclosed-cockpit cars where the driver is located behind the engine must be constructed of materials other than magnesium. Driver compartment of any enclosed or full-bodied car must be totally sealed from engine and transmission. Openings around all linkages, lines, wires, hoses, etc. must be minimized.

6:2 UPHOLSTERY, SEATS

The driver's seat of any car in competition must be constructed, braced, mounted, and upholstered to provide full back and shoulder support. The driver's seat must be supported on the bottom and back by the frame or crossmember. Except as noted in SFI Specifications, seats must be bolted with four bolts (and nuts and washers) on the bottom and one bolt in the rear into crossbar; all bolts must go into frame or cross braces. Ball-lock pins for seat attachment prohibited in all classes. All seats must be upholstered, or as noted under Class or SFI Requirements. All front-engine, open-bodied, supercharged or turbocharged (gasoline or methanol) cars running 7.49 seconds and quicker must have a flame-retardant-material-upholstered seat. Properly braced, framed, supported, and constructed seats of aluminum, fiberglass, carbon fiber, or double-layer poly (accessory seats) permitted. Single-layer fiberglass seats must have steel tube framework, 1/2-inch-minimum O.D., for support. Aftermarket aluminum seats must have reinforced head rest. Magnesium seats prohibited.



6:3 WINDOW NET

An SFI 27.1 ribbon-type or mesh-type window net is mandatory on any full-bodied car running 7.49 (*4.49) or quicker. For full-bodied cars running 7.50 (*4.50) to 9.99 (*6.39) or if vehicle runs 135 mph or faster, a ribbon-type or SFI 27.1 mesh-type window net is mandatory unless otherwise specified by Class Requirements. SFI 27.1 window net, when required, must be updated at two-year intervals from the date of manufacture. Window net must be securely mounted on the inside of the roll cage, with the permanent attachment at the bottom. All attachment points must be designed in an attempt to protect the driver and avoid contact with track surface or guardwall. Eyelet

clips, dogleash hardware, hose clamps, etc. prohibited. Penetration of webbing, except as performed per manufacturer's instructions, prohibited. Any other modification to net must be performed by manufacturer.

BODY: 7

7:1 AIR FOILS, WINGS

Air foils, canards, wings, and spoilers other than original factory equipment are permitted only in open-bodied class cars (e.g., Dragster, Street Roadster, or open-wheel Altered) or as noted in Class Requirements. A positive locking device to prevent movement mandatory. No part to be within 6 inches of rear tires. Spring-loaded spoilers, wings, or canards prohibited. Adjustment of air foils, wings, or spoilers during run prohibited. NOTE: A spoiler is mounted directly to the deck lid of the vehicle such that air passes only on the top side of the device. An air foil or wing is mounted on stands, struts, or pedestals such that air passes over the top and underneath the device. Minimum fastener size on all front wings, canards, etc. is 1/4-inch. Ball-lock pins prohibited.

For all vehicles with cage-mounted wings, vehicle must have a rear roll-cage shroud. A multi-piece shroud is permitted. The shroud must be constructed of minimum .075-inch Grade 2 ASTM-B-265 titanium or .090-inch 4130 steel or be of NHRA-accepted composite construction and must be shaped to conform to the roll cage. The shroud must be attached to each of the side bars with a minimum of three 1/4-inch-minimum-diameter Grade 8 bolts and bosses per side, to the top with one 1/4-inch-minimum-diameter Grade 8 bolt and boss, and to the rear bars with a minimum of two 1/4-inch-minimum-diameter Grade 8 bolts and bosses per side. Tabs with bolt and nut, where the nut is welded to the tab, may be used in place of the bosses. Absolutely no components may be mounted to the helmet shroud above the top of the shoulder hoop. Bolt heads must be 1/2-inch hex-style head.

NHRA-accepted helmet shrouds must be made as a one-piece shroud, a two-piece shroud, where each half must overlap; or a three-piece shroud, that includes two side shields and the center section.

All shrouds must fully encapsulate the rear braces and the secondary roll-cage hoop on the sides and top; when viewed from the rear, the shroud must cover the complete visible roll-cage structure. On the bottom, the shroud must have 2-inch clearance between the upper framerail/shoulder hoop; on the top and sides, the entire shroud must extend fully forward to at least the centerline of the side bars.

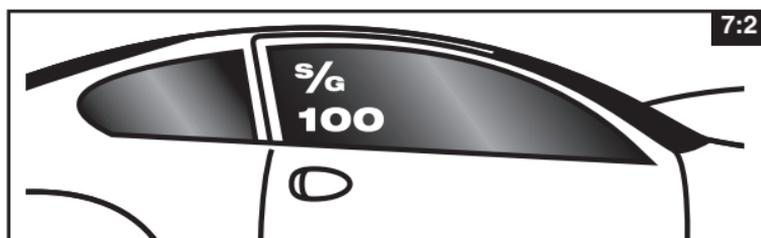
When the shroud is fabricated as a two-piece unit, the components must overlap a minimum of 3/4-inch per side.

On a three-piece shroud, the center/rear section of the shroud may stand off from/behind the side pieces by no more than 3/4 inches at any point and must overlap each side a minimum of 1 1/2 inches. The side shrouds must extend to the centerline of the rear hoops.

7:2 COMPETITION NUMBERS

All contestants are required to display a permanent driver number at all NHRA Mello Yello Drag Racing Series national events, NHRA Lucas Oil Drag Racing Series divisional events, divisional NHRA Summit Racing Series Finals, and divisional National Open events. Driver numbers and class designation letters must be displayed on both side windows and the windshield. Numbers on side windows must be a minimum 4 inches high and 1 1/2 inches wide. Class designation letters must be a minimum 3 inches high and 1 inch wide. Numbers and class designation on windshield must be a minimum of 3 inches high and 1 inch wide. Driver's competition number and class designation must be

displayed in a legible manner in a contrasting color to the vehicle's background color, or light color on windows, in a prominent position, and be clearly visible to the tower personnel. Class and numbers must be in the form of permanent decals or paint. The use of shoe polish in any form is prohibited.

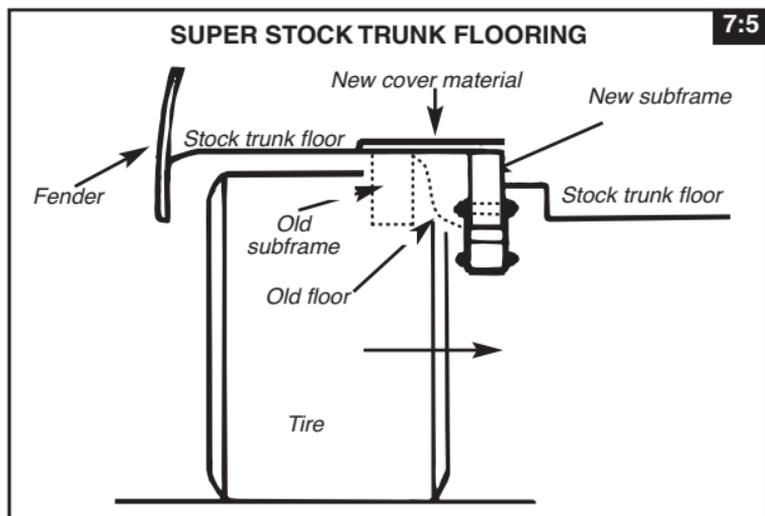


7:3 FENDERS

In Super Stock and Stock, the leading and trailing edges of fender openings may be trimmed for tire clearance, maximum 2 inches. All vehicles in all classes must have re-rolled or beaded edges on altered fenders. Flaring or spreading external fender lines prohibited, except as noted in Class Requirements. Front fenders may not be "drooped" on full-fendered car except as noted in Class Requirements.

7:4 FIREWALL

Each car in competition must be equipped with a minimum .032-inch aluminum or .024-inch steel firewall, extending from side to side of the body and from the top of the engine compartment's upper seal (hood, cowl, or deck) to the bottom of the floor and/or belly pan. Firewall must provide a bulkhead between the engine and/or fuel tank and driver compartment. All holes in firewall must be sealed with aluminum or steel. In certain instances, fiberglass, carbon fiber, or other composites may be used. See Class Requirements or consult NHRA. Use of magnesium prohibited.



7:5 FLOOR

All cars without floors must be equipped with floor pans made of steel or aluminum that must extend the full length and width of the driver compartment to the rear of the driver's seat. Cars equipped with floors or belly pans made of fiberglass or other breakable material must have metal subfloors. In all cars with OEM fiberglass floors, a crossmember (minimum 2 inches x 2 inches, .083-inch wall thickness square tubing) must be installed between framersails for proper driver's seat, seat belt, shoulder harness, and crotch strap installation. Belly pans and subfloors enclosing engine or driver compartment must contain suitable drain holes so that liquids and foreign matter cannot collect, thus creating a fire hazard. Minimum .032-inch aluminum or .024-inch steel. In certain instances, an NHRA-accepted panel made of

composite material may be substituted for steel or aluminum. Contact the NHRA Technical Department for list of accepted composite panels. Use of magnesium prohibited.

7:6 HOOD SCOOP

On full-bodied cars, where permitted, hood-scoop opening may not extend more than 11 inches above height of original hood surface as measured from the top of the opening directly down to the hood surface. On open-bodied, front-engine cars, scoop may not extend more than 11 inches above height of carburetor top. Scoop must have one opening only in Professional categories, and Top Alcohol Dragster, Pro Mod, Top Alcohol Funny Car, Comp, and Super Stock. All other classes, multiple scoop openings permitted. Sensors, transducers, vents, wiring, hoses, etc. prohibited inside hood scoop. See Class Requirements for additional restrictions.

7:7 WINDSCREEN

On open-bodied cars, or any other class car without a windshield, a metal or other fireproof deflector must be installed. Minimum size on Street Roadster and Altered class cars is 5 inches x 12 inches. The deflector should divert wind, liquids, and foreign matter over the driver's head, be securely mounted, and installed in such a manner that it does not obstruct the driver's frontal view in any way. Tape of any kind prohibited on any transparent windscreen. The use of any temporary or permanent shielding, including paint, that obstructs the driver's vision (e.g., blinders, staging aids) and that is attached to the helmet or windscreen is prohibited.

7:8 WINDSHIELD, WINDOWS

Windshields and/or windows on all cars, when called for under Class Requirements, must be of safety glass, Plexiglas, Lexan, or other shatterproof material, minimum 1/8-inch thick. Windshields may not be attached with self-locking fastener buttons. In all Mello Yello Drag Racing Series and Lucas Oil Drag Racing Series vehicles, windshields and/or windows must be clear, without tinting or coloring, except factory-tinted safety glass. In all other applications, windshield/window tint must meet the applicable state requirements. Windshield/window must be in good condition and free from cracks. Competition number decals are permitted on any window, windshield or backlite, except as noted in Class Requirements. Tape of any kind prohibited on any windshield or window. The use of any temporary or permanent shielding, including paint, that obstructs the driver's vision (e.g., blinders, staging aids) and that is attached to the helmet, window or windshield is prohibited. Permitted shielding not to exceed 4 inches by 8 inches is permitted at this time provided that (a) it has a permanent attachment to the vehicle, such that it requires tools for removal, and (b) that the shielding is deemed safe by the driver in the driver's judgment and so long as the driver can demonstrate to technical inspectors that the purpose of the modification is to reduce distraction in the driver's field of vision. By using such a shield, the driver acknowledges and agrees that the driver deems such modification safe in the driver's judgment consistent with the driver's obligations in Section 1, Participant Agreements and Administrative and Procedural Rules, set forth above, and that the shield does not impair or interfere with the safe operation of the driver's vehicle. Tape, tie straps, binder clips, hook-and-loop fasteners, glue, etc. are prohibited for attachment purposes. Vehicle-mounted shielding is allowed to pivot as long as it remains permanently attached. See General Regulations 10:7.

ELECTRICAL/CONTROL: 8

8:1 BATTERIES

All batteries must be securely mounted; must be of sufficient capacity to start vehicle at any time. Batteries may not be relocated into the driver or passenger compartments. Rear firewall of .024-inch steel or .032-inch aluminum (including package tray) required when battery is relocated in trunk. In lieu

of rear firewall, battery may be located in a sealed .024-inch steel, .032-inch aluminum, or NHRA-accepted poly box. If sealed box is used in lieu of rear firewall, box may not be used to secure battery and must be vented outside of body. Relocated battery(s) must be fastened to frame or frame structure with a minimum of two 3/8-inch-diameter bolts. OEM located batteries without complete OEM hold-down hardware must be secured to OEM battery box/tray using the same 3/8-inch-diameter bolt hold-down method described in previous sentence. ("J" hooks prohibited or must have open end welded shut.) Metal battery hold-down straps mandatory. Strapping tape prohibited. A maximum of two automobile batteries, or 150 pounds combined maximum weight (unless otherwise specified in Class Requirements), is permitted. Maximums may vary according to Class Requirements.

8:2 DELAY BOXES/DEVICES

Prohibited in Top Fuel, Funny Car, Pro Stock, Pro Stock Motorcycle, Top Alcohol Dragster, Top Alcohol Funny Car, Pro Mod, Comp, Super Stock, and Stock; permitted in all other categories (E.T. rules may vary by division; contact division office). A delay box or delay device is defined as any device (electronic, pneumatic, hydraulic, mechanical, etc.) built for the express purpose of creating a delay between the release of transbrake line-loc, or two-step button, or release of foot or hand brake, or release of clutch pedal/lever, or release of any other device and the resultant action of the vehicle, or as otherwise determined by NHRA.

In categories that prohibit delay devices: Changeable vehicle components, legal unto themselves (solenoids, throttle-linkage components, hoses, springs, etc.), even though the removal and replacement of that component may affect the reaction time of the vehicle in relation to the driver action, is not considered a delay device. All switches, buttons, wiring, solenoids, etc. must be for normal automotive use; i.e., not intended to create a delay (adjustable or non-adjustable) between release of the button and the resultant action of the solenoid.

Discovery of a delay device, adjustable or non-adjustable, at any time following pre-event technical inspection will be grounds for immediate disqualification from the event, loss of all NHRA Mello Yello Drag Racing Series points for the season, and suspension from all NHRA Championship Drag Racing events for remainder of season. Additional penalties may be imposed at the discretion of NHRA.

Additional requirements for handicap start categories that prohibit delay devices: Wiring may consist of a single (i.e., "one" or "1") continuous wire from a power source to a switch (or button), and a single continuous wire from the switch to the transbrake or line-loc solenoid. One splice (no quick-disconnect) is permitted from the two-step to the solenoid (i.e., between the switch and the solenoid). All line-loc/transbrake wiring before and after the switch must be separate from any other wiring and fully visible. Computer wiring, sensors, relays, and the like may not be wired to the solenoid wiring.

In categories that permit a delay device: Prior to use, all delay boxes/devices manufactured after Jan. 1, 2003, must be NHRA-accepted. A current list of NHRA-accepted delay boxes is available on NHRARacer.com. See Class Requirements for number of boxes/devices permitted. Delay device may serve only to create a preset delay between release of transbrake, line-loc, etc. button and resultant action of vehicle. All wiring associated with the delay device, throttle stop, ignition system, automatic shifter, and electronic fuel injection must be fully visible, labeled, and traceable. Delay devices and components must be utilized in an unaltered manner consistent with the manufacturer's

installation and instruction books unless otherwise approved. The use of any visual, audible, etc. indications that are transmitted to the driver in any form that provide on-track data are prohibited.

Discovery of a prohibited device at any time following pre-event technical inspection will be grounds for immediate disqualification from the event, loss of all NHRA Mello Yello Drag Racing Series points for the season, and suspension from all NHRA Championship Drag Racing events for remainder of season. Additional penalties may be imposed at the discretion of NHRA.

8:3 IGNITION

Each car in competition must have a positive-action on/off switch, capable of de-energizing the entire ignition system, in good working order, located within easy reach of the driver. "Momentary contact" switch prohibited. Magneto "kill button"-type switches are prohibited.

All ignition systems and/or components wiring harnesses and attachments must utilize those supplied by the ignition system manufacturer. The wiring harness must be used in an unaltered manner consistent with the manufacturer's installation and instruction books. All wiring associated with the ignition system must be fully visible, labeled, and traceable.

All removable or pin-type timing devices are prohibited. Two-steps or other rev limiters that are adjustable by thumbwheel, replaceable chips, and the like may not be within the driver's reach and will preferably be located outside the driver compartment.

The use of any programmable multi-point rev limiter and/or a rate-of-acceleration rpm limiter, either by themselves (e.g., MSD 7561, MSD 7761) or integrated into the ignition system (e.g., MSD 7531), is prohibited in NHRA competition.

8:4 MASTER CUTOFF

Mandatory when battery is relocated, or as outlined in Class Requirements. An electrical power cutoff switch (one only) must be installed on the rearmost part of each vehicle and be easily accessible from outside the car body. This cutoff switch must be connected to the **positive** side of the electrical system and must stop all electrical functions including magneto ignition. The off position must be clearly indicated with the word "OFF." If switch is "push/pull" type, "push" must be the action for shutting off the electrical system, "pull" to turn it on. Any rods or cables used to activate the switch must be minimum 1/8-inch diameter. Plastic or keyed switches prohibited. Switches and/or controls must be located behind rear wheels on rear-engine dragsters.

8:5 STARTERS

All cars must be self-starting. Rollers and/or push starts prohibited.

8:6 TAILLIGHTS

All vehicles from E.T. up to and including Competition, one functional taillight mandatory. Strobe, flashing, high intensity, laser, infrared, photo sensitive, or other light-emitting/receiving device prohibited. See also Class Requirements.

8:7 SWITCHES & BUTTONS

Transbrake and/or line-loc switches must be NHRA-accepted for use in Comp, Super Stock, and Stock. A current list of NHRA-accepted transbrake buttons is available on NHRARacer.com. All switches and/or buttons must be standard, mechanical connection type. Infrared, laser, light source, or any other non-mechanical-type switch and/or button prohibited in all NHRA classes.

8:8 SHIFT LIGHT

Shift light may only be triggered by tachometer output or ignition output.

SUPPORT GROUP: 9**9:1 COMPUTER**

A computer is defined as any device (electrical, mechanical, pneumatic, hydraulic, etc.) that activates any function of, or in any way affects the operation of, the vehicle based on measurement, sensing, processing, etc. of any data related to the performance of the vehicle. Except those installed on stock vehicles by the new-vehicle manufacturer for the proper operation of such vehicle, no vehicles may be equipped with computers. Per Class Requirements, OEM or aftermarket OEM-type electronic fuel injection permitted. Electronic fuel injection must be closed, OEM-type system; i.e., may monitor only engine functions. Monitoring of vehicle performance criteria, wheel speed, driveshaft speed, vehicle acceleration, etc. by fuel-injection system prohibited. All aftermarket OEM-type electronic fuel injection must be NHRA-accepted. All related wiring, sensors, etc. must be identifiable to the tech inspector. A current list of NHRA-accepted electronic-fuel-injection systems is available on NHRARacer.com.

During NHRA competition, a portable computer (e.g., laptop, PDA, Palm Pilot, programmer, etc.) must be securely mounted when located in driver's compartment at any point beyond the staging area ready line. All functions or values must be preset prior to this point.

Per Class Requirements, timed or rpm-activated shifters and the like permitted, but all automated functions must be preset before the run. Timer may display only timer amount dialed in; analog or digital display permitted. Devices may be removed at any time at discretion of NHRA Technical Department.

9:2 DATA RECORDERS

Data recorders may be used (per Class Requirements) to record functions of a vehicle so long as they do not activate any function on the vehicle. All data recorders manufactured after Jan. 1, 2006, must be NHRA-accepted. A current list of NHRA-accepted data recorders is available on NHRARacer.com. Fifth-wheel sensing devices prohibited on all vehicles (includes wheelie-bar wheels). All lines sensing flow, pressure, etc. of fuel or oil must be metallic or steel braided. Ride height sensors prohibited unless specifically permitted by Class Requirements.

Any device (mechanical, hydraulic, pneumatic, electrical, optical, etc.) other than OEM-type that assists in determining track location of the competitor's own vehicle or opponent's vehicle is prohibited. Only OEM-style mirrors, mounted in conventional fashion, permitted.

For non-OEM data recorder applications, the transmission or display of any vehicle performance data (e.g., wheel speed, driveshaft speed, vehicle acceleration, etc.) gathered or processed by the data recorder, to the driver or any remote location, during the run, is prohibited. This data may be reviewed (printout, replay, etc.) only after the run. Discovery of a device that displays, indicates, or transmits "on track," "track location," or "elapsed time"-type data will be grounds for immediate disqualification from the event, loss of all NHRA Mello Yello Drag Racing Series or Lucas Oil Drag Racing Series points for the season, and suspension from all NHRA Championship Drag Racing events for remainder of season. Additional penalties may be imposed at the discretion of NHRA. Devices may be removed at any time at the discretion of the NHRA Technical Department.

9:3 FIRE EXTINGUISHER

An onboard fire extinguisher system is mandated under certain Class Requirements. Must be installed per manufacturer's

specifications with all gauges clearly visible; viewing window(s) may be required for some applications. In other classes, it is recommended that each contestant and/or his or her crew have a loaded, serviceable fire extinguisher and a fire blanket in their possession, carried in the tow vehicle, race car, or otherwise available for immediate use. Dry chemical or CO₂-type extinguishers, 2 1/2-pound minimum size, are recommended. When installed in a race car, must be mounted in a secure manner; use of flip-open-type clamps prohibited.

When required, Top Fuel, Funny Car, Pro Stock, Top Alcohol Dragster, and Top Alcohol Funny Car, fire extinguishing system must meet SFI Spec 17.1 and installed and utilized per manufacturer's installation requirements. All front-engine, open-bodied supercharged or turbocharged (gasoline or methanol) cars running 7.49 seconds or quicker must be equipped with an SFI-rated 20-pound fire system.

For all other vehicles, onboard fire extinguisher systems must be manually controlled Cold Fire 302, Fire X plus, Halon FE1211 or 1301 or FM200, or F500, or DuPont FE-36 or FE-227, and mounted per manufacturer's specifications with the primary nozzle(s) directed in an attempt to protect the driver. Other agents, classified on the EPA SNAP list as Acceptable Total Flooding Agents (Feasible for Use in Occupied Areas) and NHRA accepted, may be used. Bottles and lines must be mounted above the bottom of the adjacent framerails. Fire bottle activation cables must be installed inside framerail where cables pass engine/bellhousing area. Bottles must be DOT approved or meet SFI Spec 17.1 and permanently mounted (no hose clamps or tie wraps). In the case of more than one bottle, each bottle must have its own distribution tubing and nozzles. The use of bottles, nozzles, or tubing other than that recommended by the manufacturer is prohibited. Upon activation of the system, the contents of the bottle(s) must be totally discharged; partial-discharge systems prohibited. The bottles must be mounted in such a manner that should an explosion or failure of any mechanical component of the vehicle occur, the bottles will be protected from flying parts. When installed in/on a race car, must be mounted in a secure manner; use of flip-open-type clamps, hose clamps, tie wraps, snaps, etc. prohibited. They should be protected from excessive temperature and mounted rigidly to the vehicle. Remote cables must be metallic (plastic or plastic-wrapped cables prohibited) and installed so they are protected in the event of an upset or collision. Follow the manufacturer's recommendations regarding installation, especially on bend radius, and protection from crimping or kinking. All fire systems must use steel lines, steel or aluminum distribution nozzles, and must be equipped with a pressure gauge. **All bottles must be identified with a gross loaded weight figure.** It is the responsibility of the competitor to weigh the bottle prior to each event.

9:4 GENERATORS

All generators, air compressors, etc. that are powered by an internal combustion engine must have the exhaust directed up and above the top of the trailer, truck, RV, tent/awning, etc. and clear of other people's pits.

9:5 JACKS & JACKSTANDS

No work may be done under any car in the pit area while the car is supported by only one jack. Additional safety devices such as jackstands are mandatory to provide additional protection in the event of jack failure. Failure to observe this rule is grounds for immediate disqualification. Top Fuel, Funny Car, Pro Stock, Top Alcohol Dragster, and Top Alcohol Funny Car must use cradles/jackstand devices that attach to the frame (conventional jackstands prohibited) when working on and/or running engine in pits with vehicle in a raised position. Jackstand devices must be constructed as to provide a

minimum ground clearance of 7 inches as measured from the ground to the outer diameter limit of the rear tires.

9:6 LIFTING DEVICES

Any form of mechanical, hydraulic, or other leverage-type device for raising a car's driving wheels off the starting-line surface is prohibited.

9:7 OVERSIZE TRAILERS

Contestants using lift-gate-type rear door must allow door to be open only during active unloading/loading. Further, contestants must take steps to prohibit anyone from passing underneath any part of the lift-gate-type door during the unloading/loading procedure. Also, all extended ramps must be stowed after use. Maximum width of trailer and awning combination not to exceed 22 feet.

9:8 PRESSURIZED BOTTLES

All pressurized bottles, excluding SFI Spec 17.1 Onboard Fire Extinguishing Systems (i.e., air, CO₂, nitrous, etc.), used for air shifters, clutches, etc. must meet, and be engraved as meeting, DOT-1800 pound minimum Spec. All bottles must be securely mounted (hose clamps and/or tie wraps prohibited). Any pressurized bottle used for pneumatic operation must be filled with compressed air, nitrogen, or CO₂. All other materials prohibited.

9:9 PUSH BARS

Push bar must be designed to prevent push car from riding up on rear wheel of open-wheeled race cars. Push or tow starts prohibited.

9:10 TELEMETRY DEVICES

Telemetry transmission of certain Professional-category vehicle parameters intended for the sole purpose of national event television coverage, which meet applicable NHRA criteria, permitted. Application for telemetry transmission(s) must be submitted in writing to NHRA Technical Services, National Headquarters, Glendora, Calif. Final, written authorization from applicable event Technical Services Crew Chief mandatory. Discovery of any unauthorized telemetry device, or unauthorized transmission of data, in any category, will result in disqualification from the event, loss of all season points, plus suspension of competition privileges for the remainder of the season. Additional penalties may be imposed at the sole and absolute discretion of NHRA.

9:11 TRACTION CONTROL

Any type of traction-control device, electronic or mechanical, is prohibited. A traction-control device is any unit or system that uses live data to control functions of the vehicle, such as tire slip, which are not controlled by the driver. These devices are, but not limited to, timing control based on wheel, driveline, or engine acceleration, braking control, throttle control, tire-shake meters, vertical acceleration meters, misfire control, stutter box, relays, and/or rpm-activated chips. See 9:10 TELEMETRY DEVICES, 8:2 DELAY BOXES/DEVICES, 8:3 IGNITION, 9:1 COMPUTER.

9:12 TOW VEHICLE

Any vehicle used as a tow vehicle must have the driver's competition number displayed on the tow vehicle. Limit of six crewmembers in tow or push vehicle. Crewmembers must be inside cab or completely inside bed or truck, not to be seated on tailgate, standing on running boards, or otherwise not completely inside vehicle. Generators or other external power supplies, extension cords, support equipment other than the tow vehicle, etc. are prohibited outside the pit area. Once a race vehicle leaves the pit, it must be in race-ready condition, and the only support equipment permitted is the tow or push vehicle until the

vehicle returns to the assigned pit area. (Exceptions for engine start-up equipment needed in Top Alcohol Funny Car, Top Alcohol Dragster, Pro Stock Bike, Funny Car, and Top Fuel.) Competitors in Super categories and Super Stock classes may use portable generators while stationary in the staging lanes.

9:13 TWO-WAY RADIO COMMUNICATION

The use of two-way radios for the purpose of voice communication between driver and crew is permitted in all classes. Telemetry may in no way be used for gathering data or performing control functions. When radio is mounted in driver's compartment, must be secured in holder by some type of strap or device when car is moving.

9:14 WARM-UPS

It is mandatory that a driver be seated in the car in the normal driving position anytime the engine is running, unless coupler or driveline is removed from vehicle. **The practice of transbrake testing, converter stalls, line-loc testing, and/or transmission warming is prohibited in all classes, in all areas of the event except in starting-line approach areas beyond staging, or unless vehicle is on jackstands. Non-compliance is grounds for disqualification or such other and/or action as deemed appropriate by NHRA.**

TOP FUEL & FUNNY CAR: When starting these categories of vehicles in the pit area, the car must be fully within the assigned space. Race teams may not back car out of the pit space to start the engine. **NO PART OF THE REAR TIRE MAY EXTEND PAST THE END OF THE ASSIGNED PIT SPACE.** When occupying the "end spot" pit space or if the neighboring trailer does not completely shield your car, it is mandatory to park a tow truck/car alongside the race car while the engine is running.

9:15 CAMERAS

Images from any camera permitted under this section are permitted to be used for competition/analytical purposes only. One camera permitted unless NHRA permission is granted for additional cameras. May not be intentionally directed at the racer in the other lane without NHRA permission. Video may not be transmitted in any means or manner without NHRA permission, which permission, if granted, may be revoked at any time. Incident video may not be transmitted under any circumstances. No video monitors permitted in or on the car. Video may not be used in any way to determine track position in real time. Must be securely attached to the vehicle with appropriate fasteners. May not be attached with suction cups, wire ties, hose clamps etc. For any camera mounted external to any vehicle, all mounting brackets, associated fasteners, hardware, etc. from the camera to the vehicle attachment point must be metal, no plastic or nonmetallic components permitted. For all vehicles, attachment to the driver, the driver's helmet, or the steering wheel/handle bars prohibited.

DRIVER: 10

10:1 APPAREL

Each member of a participant crew must be fully attired when present in the staging, starting, and competition areas of the racetrack. Shoes are mandatory. Shorts, bare legs, tank tops, or bare torsos are prohibited when driving in any class. See Class Requirements.

10:2 APPEARANCE

Vehicles participating in drag racing events must be presentable in appearance at all times; those considered improperly prepared may be rejected by the technical inspector. The appearance of personnel attending contestant vehicles is equally important and is subject to the same considerations.

10:3 ARM RESTRAINTS

Where mandated by Class Requirements, arm restraints must be worn and adjusted in such a manner that driver's hands and/or arms cannot be extended outside of roll cage and/or frame rails. Arm restraints shall be combined with the driver restraint system such that the arm restraints are released with the driver restraints. Refer to manufacturer for instructions.

10:4 CREDENTIALS

Each driver of a vehicle entered in any event conducted at an NHRA member track must have a valid state or government-issued driver's license beyond a learner's-permit level or NHRA Competition License subject to inspection by officials at any time.

In addition, a current NHRA membership is required for participation in any divisional or national NHRA-sanctioned event, obtaining a new permanent competition number or renewing a permanent competition number, and obtaining a new competition license or renewing an existing competition license.

All competitors at NHRA Mello Yello national events must be a minimum of 18 years of age. A 17-year-old may apply for a Professional-category license if all the following criteria are met: 1) applicant's 18th birthday falls during the regular NHRA national event schedule; 2) applicant was an active participant in another NHRA license category (9.99 E.T. or quicker) the previous year; 3) applicant holds a valid NHRA competition license (9.99 E.T. or quicker).

Jr. Dragster participants must be 5 to 17 years old.

Drivers of the following type vehicles are mandated to have a valid NHRA competition license.

	Type A wheelbase over 125"	Type B wheelbase up to 125"	Type C	Type D Motorcycle
Class 1	Top Fuel	Funny Car	Pro Stock	PSM
Class 2	TAD	TAFC	Pro Modified	AD/MX (6.00-7.49)
Class 3	Comp- Advanced ET (6.00-7.49)	Comp- Advanced ET-SPTC (6.00-7.49)	N/A	ET/MX (7.50-9.99)
Class 4	Comp- SC-ET (7.50-9.99)	Comp-SC-ET-SG- SS-SST-SPTC (7.50-9.99)	N/A	Snowmobile-ATV (7.50-9.99)
Class SP	NTF/SPF	NFC/SPF	N/A	Nitro MC

License applicants for Top Fuel, Funny Car, Pro Stock, Pro Stock Motorcycle, Top Alcohol Dragster, Top Alcohol Funny Car, and Pro Modified must complete two runs at or above the requested class(es)' minimum e.t. and mph standard. The class standards are:

Class	Standard
Top Fuel	Two runs of 5.20 or quicker and two runs of 260 mph or faster
Funny Car	Two runs of 5.50 or quicker and two runs of 250 mph or faster
Pro Stock	Two runs of 7.40 or quicker and two runs of 175 mph or faster
Pro Stock Motorcycle	Two runs of 7.90 or quicker and two runs of 165 mph or faster
TAD/TAFC	Two runs of 6.20 or quicker and two runs of 205 mph or faster
Pro Modified	Two runs of 6.90 or quicker and two runs of 190 mph or faster

All license applicants are required to have a physical examination before making any test runs. Physical forms and license applications are available from NHRA headquarters or your division office. (Physical expires every two years. License expires with physical.) Likewise, the vehicle used for test runs must be current with respect to rules and regulations for the class/license being applied for.

WHEEL-DRIVEN CATEGORIES

A new driver who has not previously held a competition license will be given a special cockpit-orientation (blindfold) test, and will be required to make a minimum of six runs under the observation of two licensed drivers and a designated NHRA official.

Witnessing drivers must hold a competition license equal to or greater than one being applied for. A driver who is upgrading or crossgrading (bodied category to/from open-wheel category) is required to take the cockpit-orientation test and make three runs (per license application instructions). A licensed driver may drive a car classed under his or her license limitation. It is prohibited to cross over to or from the long wheelbase category to short wheelbase, dragster to bodied, motorcycle to car, etc. unless specifically licensed for each.

JET EXHIBITION CATEGORIES

New driver must notify NHRA of intention to obtain a license and receive all required forms and rules for the category. Applicant must be minimum 18 years of age. All new drivers will pay a \$200 application fee with the submission of a physical-exam form. Proof of car must be submitted and inspection must be performed prior to NHRA issuing a permit, which will include NHRA membership and insurance, to begin initial licensing runs.

New driver, or driver cross grading from Funny Car to dragsters, etc. will be given a cockpit-orientation (blindfold) test. New driver must make a minimum of 12 test runs over a two-day (minimum) period. Blindfold test and test runs must be witnessed by two currently licensed jet exhibition drivers with at least three years' experience, a track official, and an NHRA-designated person.

Test runs are typically divided into three sessions, as follows:

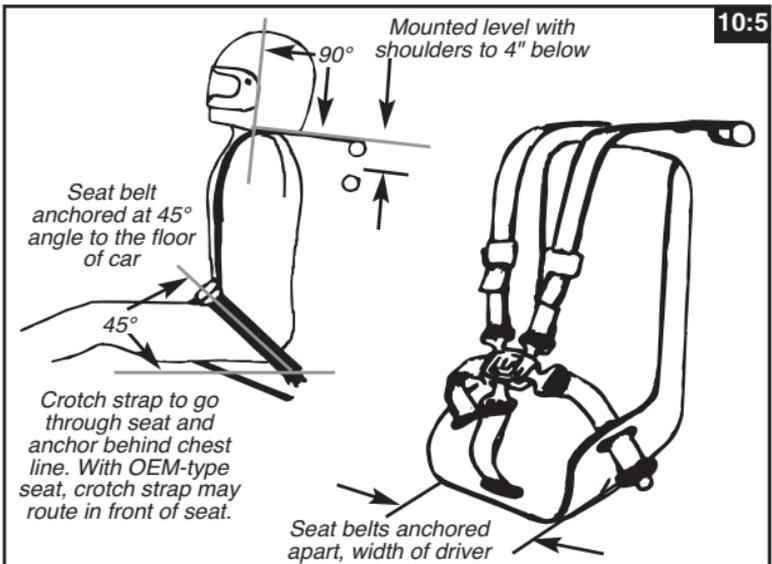
Session 1: Three half passes, one moderate pass.

Session 2: Four moderate passes.

Session 3: One moderate pass, three full passes.

Driver crossgrading from one jet exhibition category to another must complete a blindfold test and minimum three full test runs in front of standard witnesses. (A driver with an NHRA competition license in any whee-driven category may not crossgrade to a jet exhibition license, regardless of experience.)

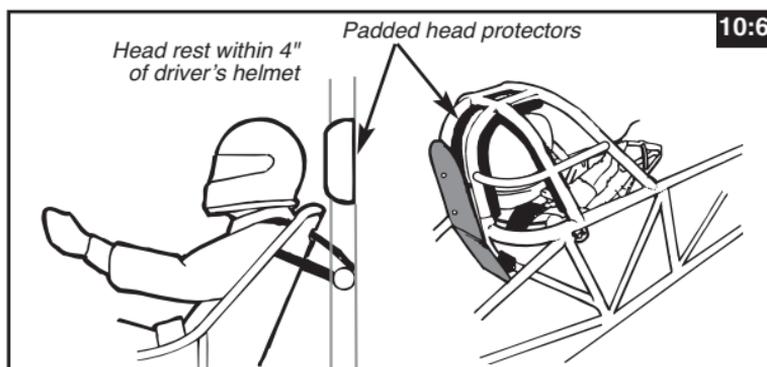
In all categories, competition license will be granted or denied in NHRA's discretion.



10:5 DRIVER RESTRAINT SYSTEMS

A quick-release, 3-inch-minimum-width driver restraint system, with a 2-inch crotch strap, meeting SFI Spec 16.1 or a 2-inch-

minimum-width driver restraint system, with a 2-inch crotch strap meeting SFI Spec 16.5 is mandatory in all cars in competition required by the rules to have a roll bar or a roll cage. (Permitted in all other classes.) Driver restraint system must be clearly labeled as meeting SFI Spec 16.1 or SFI Spec 16.5 and be dated by manufacturer. SFI 16.1 or 16.5 3-inch-wide shoulder harness straps folded over and sewn to be 2 inches wide by the original manufacturer in order to fit into head and neck restraint lips/channels are acceptable; SFI 16.1 2-inch-wide shoulder harness straps are not permitted. See Class Requirements for additional requirements for Top Fuel and Funny Car. SFI Spec 16.1 or 16.5 Y-type belts prohibited. (In cases where the class does not require an SFI 16.1 or 16.5 driver restraint system, the two-year recertification does not apply.) System must be updated at two-year intervals from date of manufacture. All seat-belt and shoulder harness hardware must be originally designed to be used with each other and produced by the same manufacturer. For harness installation, see illustration. Cars using OEM or OEM-type seat may route crotch strap in front of seat instead of through seat; otherwise, install according to manufacturer's instructions. Mandatory that units must release all attachment points (five, six or seven, if applicable) in one action. When arm restraints are worn with a restraint system that utilizes a "latch lever," a protective cover must be installed to prevent arm restraint from accidentally releasing the latch lever. Protective cover not required if system utilizes "duck-bill" latch hardware. All harness sections must be mounted to the frame, crossmember, or reinforced mounting, and installed to limit driver's body travel both upward and forward. Seat belts may not be wrapped around lower frametrails. Under no circumstances are bolts inserted through belt webbing permitted for mounting.



10:6 HEAD PROTECTOR

In any car where a roll bar or roll cage is installed, a padded head protector must be provided at the back of the driver's head and constructed in an attempt to prevent whiplash upon impact. The roll bar or cage must be padded wherever it may come in contact with the driver's helmet. Adequate padding should permit minimum 1/4-inch compression or meet SFI Spec 45.1. The use of weather stripping and similar thin or low impact resisting materials is prohibited. A padded roll bar or cage alone is not acceptable as a padded head protector unless it is within 4 inches of the driver's helmet. A seat that incorporates a reinforced head rest is permitted.

10:7 HELMET

As outlined under Class Requirements, drivers in all classes, including motorcycles, must wear a helmet meeting Snell or SFI Specifications.

Full-face helmet mandatory on all cars 9.99 or quicker. See

individual Class Requirements for additional requirements. Shield mandatory 7.49 and quicker.

Drivers of NHRA Lucas Oil Drag Racing Series and E.T. cars (13.99 or quicker) must use a helmet meeting Snell SA2005, K2005, K2015, M2005, SA2010, SAH2010, K2010, M2010, SA2015, M2015, or SFI 31.1/2005, 31.1/2010, 31.1/2015, 41.1/2005, 41.1/2010, or 41.1/2015 Specs. Drivers in supercharged, front-engine, open-bodied cars and Funny Cars must wear a helmet meeting Snell SA2005, SA2010, SA2015, SAH2010, or SFI 31.1/2005, 31.1/2010, 31.1/2015 Specs. See Class Requirements.

NHRA Helmet Expiration Dates			
Label	Expires	Label	Expires
Snell 2005	1/1/2017	SFI 24.1/2005 (JDRL only)	1/1/2017
Snell 2010	1/1/2022	SFI 24.1/2010 (JDRL only)	1/1/2022
Snell 2015	1/1/2027	SFI 24.1/2015 (JDRL only)	1/1/2027
SFI 31.1 and 41.1/2005	1/1/2017	Snell CMR 2007 (JDRL only)	1/1/2019
SFI 31.1 and 41.1/2010	1/1/2022	Snell CMS 2007 (JDRL only)	1/1/2019
SFI 31.1 and 41.1/2015	1/1/2027		

Structural modifications to helmet/shield are prohibited. Cutting of helmet or helmet shield prohibited. Helmet must remain as manufactured, except for paint scheme/graphics and permitted non-structural driver modifications to helmet shield as set forth below. Taping or similar modifications to the helmet shield made by the driver that reduce the driver's field of vision, and are deemed safe by driver in the driver's judgment, are permitted at this time so long as the driver can demonstrate to technical inspectors that the purpose of the modification is to reduce distraction in the driver's field of vision. By using such a modification to the helmet shield, the driver acknowledges and agrees that the driver deems such modification safe in the driver's judgment consistent with the driver's obligations in Section 1, Participant Agreements and Administrative and Procedural Rules, set forth above, and that the modification does not impair or interfere with the safe operation of the driver's vehicle. See General Regulations 7:8.

10:8 NECK COLLAR/HEAD AND NECK RESTRAINT DEVICE/SYSTEM

Neck collar must be commercially produced and designed for racing. Two different types of collars are commercially available: a full 360-degree "donut" type or a pull-together "horseshoe" type. Modification according to manufacturer's recommendations to fit helmet and driver's neck/shoulder spacing permitted. Must be worn as per manufacturer's recommendations. Must meet SFI Spec 3.3 as per class rules.

Neck collar meeting SFI Spec 3.3 mandatory in all open-bodied cars and any car running 9.99 (*6.39) or quicker or cars exceeding 135 mph. A head and neck restraint device/system may be used in lieu of a neck collar.

A head and neck restraint device/system meeting SFI 38.1 is mandatory for any vehicle running 200 mph or faster or running 7.49 (*4.49) or quicker or by Class Requirements.

When using a head and neck restraint device/system, at all times that the driver is in the race vehicle, from the ready line until the vehicle is on the return road, driver must properly utilize the SFI-approved head and neck restraint device/system, including connecting the helmet as required for full functionality

of the device. The device/system must meet SFI Spec 38.1 and must display a valid SFI label. The head and neck restraint device/system, when connected, must conform to the manufacturer's mounting instructions, and it must be configured, maintained, and used in accordance with the manufacturer's instructions.

A head and neck restraint device/system may be used with or without a neck collar.

10:9 OCCUPANTS

No more than one person is permitted in any car during any run, except one co-driver permitted in 14-second (*8.60) and slower E.T. cars; co-driver must be a minimum of 16 years old. All occupants of tow vehicles must be inside of car or pickup in a seated position while tow vehicle is in operation. Anytime a car is started, whether in the pits, staging lanes, with self-starter, or anywhere else on the race facility, a competent driver must be in the driver's seat unless coupler or driveline is removed. Non-compliance is grounds for disqualification from the event.

10:10 PROTECTIVE CLOTHING

"Protective Clothing" includes suit (one-piece suit or jacket and pants); head sock; gloves; and boots or shoes.

Driver must meet all Protective Clothing requirements stated under Class Requirements for vehicle being driven.

SEE CLASS REQUIREMENTS.

Protective Clothing requirements stated are minimum requirements; drivers are free to upgrade Protective Clothing.

Each item of Protective Clothing must meet applicable specifications. Each item must be properly labeled and in good condition. All jackets/pants or suits for SFI Spec 3.2A/15 or 3.2A/20 must be recertified on a five-year interval.

All gloves must have a full layer of flame-retardant material inside the glove. Leather palm gloves without a full layer of flame-retardant material separating leather from driver's hand prohibited.

An SFI 3.3 head sock or SFI 3.3 skirted helmet is required where a neck collar is required but has been substituted with a head and neck restraint device. See Class Requirements.

If no specific Protective Clothing requirements are stated for a particular class, then the minimum requirements are as follows: full-length pants; short- or long-sleeved shirt; closed shoes; and socks. No shorts. No bare legs. No bare torsos. No tank tops. No open-toe or open-heel shoes or sandals. Synthetic clothing not recommended. For unaltered full-bodied OEM vehicles with an unaltered fuel system using ethanol or methanol and unleaded gasoline fuel blends such as E-85 or gasohol the Protective Clothing requirements are the same as those for gasoline. See Class Requirements.

For any vehicle other than an unaltered full-bodied OEM vehicle with an unaltered fuel system using ethanol or methanol fuel blends in excess of 15% by volume such as E-85, requires the same protective clothing as is required for 100% alcohol and/or methanol fueled cars. For ethanol or methanol fuel blends of 15% or less the Protective Clothing requirements are the same as those for gasoline. See Class Requirements.

10:11 SEAT BELTS

All cars not required by Class Requirements to use SFI 16.1

driver restraint systems must be equipped with an accepted quick-release-type driver seat belt. Belts must be securely fastened to the frame, crossmember, or reinforced mounting so that all fittings are in a direct line with the direction of pull. Seat belts may not be wrapped around lower frameroils. Steel castings of the type recommended by FAA or U-bolt-type mounts are permitted. If used for installation, flat steel plates must be a minimum of 1/4-inch thickness and have rounded edges to prevent cutting seat belts. Under no circumstances can belts be installed with bolts through webbing. In all cars with fiberglass floors, a crossmember (minimum 2-inch x 2-inch x .083-inch wall thickness square tubing) must be installed between frameroils for proper driver's seat-belt installation.

GENERAL: 11

11:1 ADVERTISING AND OTHER MATERIAL/DISPLAYS

NHRA reserves the right to regulate any advertising or other material that is present on site at any NHRA event including without limitation any material appearing on any participant, on the body or any other visible part of any vehicle or transporter participating in NHRA events including on support vehicles, in any pit area, in any area of the dragstrip from the staging lanes to the end of the dragstrip, and any item or material on site that may constitute a product placement. Participants and vehicles may be excluded from competition and from event facilities if, in NHRA's discretion, any advertising or other material displayed on a person, race or support vehicle, or in a pit area or otherwise is not in the best interests of NHRA and the sport of drag racing, and/or is or may be in conflict with any applicable law.

Moreover, NHRA will require compliance with all guidelines and requirements of any telecaster for events that will be telecast. In addition, NHRA may require certain indicia to be visible on a vehicle as a condition of participation in competition if NHRA determines that such requirement is in the best interests of NHRA and the sport of drag racing.

By way of illustration and without limitation, online gambling is an activity deemed by NHRA to be not in the best interests of NHRA and the sport of drag racing, and an activity that NHRA will not allow to be displayed or advertised on site at any NHRA event or in connection with NHRA in any manner whatsoever. Websites that allow gaming that is entirely free and for fun may be permitted pursuant to further guidelines that may be requested from NHRA. Violation of any part of any such guideline will be treated as violation of the NHRA Rulebook.