



2012 TO 2013 NHRA RULE AMENDMENTS
(THESE RULE AMENDMENTS COVER RULE CHANGES MADE FROM THE
END OF THE 2012 SEASON UNTIL THE BEGINNING OF THE 2013 SEASON)

***2013 RULE CHANGES BECOME EFFECTIVE
JANUARY 1, 2013***

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Note 1:

All section and page numbers refer to those found in the latest version of the online 2012 NHRA Rulebook.

Note 2: The words “Full Throttle” in the 2012 Rulebook will be replaced in the 2013 Rulebook with the words “Mello Yello”

Rulebook.Additions are [Blue underline](#)

Deletions are ~~Red strikethrough~~

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NHRA LUCAS OIL DRAG RACING SERIES (Page x) (Paragraphs 2 and 3)

In seven geographic regions of North America, more than 40,000 licensed racers can score points toward divisional, regional, and national championships at a select number of events ~~at five events~~. ~~Each geographic division hosts at least five NHRA Lucas Oil Drag Racing Series events at facilities across the United States and in Canada.~~ Drivers in the alcohol classes earn points toward regional titles, and drivers in the remaining classes run for divisional titles. The season runs from February through November. ~~In each region, the driver with the most points in each of the eight categories is declared the division champion.~~

~~The season national championship is contested in seven categories — Top Alcohol Dragster, Top Alcohol Funny Car, Comp, Super Stock, Stock, Super Comp, and Super Gas — and is awarded based on a combination of performances at national and divisional events.~~ Run in conjunction with the NHRA Lucas Oil Drag Racing Series is a popular program for each division's best racers: the JEGS Allstars. Drivers score points at divisional races toward qualifying for the Allstars tournament, held at the O'Reilly Auto Parts Route 66 NHRA Nationals at Route 66 Raceway in June. Boasting a \$119,000 purse, the JEGS Allstars is one of the most lucrative single-day events in Sportsman racing.

NHRA DRAGS: STREET LEGAL STYLE PRESENTED BY AAA (Page xiv) (5th paragraph)

~~Additionally r~~Requirements and specifications for Street Legal are the same as those for the Summit Racing Series with the following exception: Unaltered 2008 OEM model year and newer production cars running slower than 9.99 and 135 mph do not have to meet the requirements and specifications for the Summit Racing Series except for the following: Convertibles and T-tops must meet Summit Racing Series Roll Bar and Roll Cage requirements, All drivers must meet the Summit Racing Series Helmet and Protective Clothing requirements.

SECTION 1: ADMINISTRATIVE PROCEDURES AND APPEALS, PARTICIPANT AGREEMENTS AND ADMINISTRATIVE AND PROCEDURAL RULES; RULE CHANGES; RULE ENFORCEMENT; DISPUTE RESOLUTION PROCEDURES, 1.2: SCOPE OF RULEBOOK 1.2.2: NEW RULES AND RULE CHANGES (Page 3)

NHRA rules may be added, deleted and/or amended from time to time and at any time by NHRA. It is the participant's responsibility to stay abreast of all NHRA rule changes that may affect the participant. Additions, deletions or changes to the Rulebook (collectively referred to herein as "amendments") will be communicated as follows:

1. Publication in National DRAGSTER; and/or
2. Publication on NHRARacer.com

Amendments are effective and enforceable immediately upon publication ~~either in National DRAGSTER or~~ on NHRARacer.com or in National DRAGSTER. Racers are responsible to consult and stay up to date with any rules on and related information published on NHRARacer.com. Amendments will be labeled as amendments to the Rulebook.

~~Typically, a~~ Amendments may but need not be ~~are~~ published ~~at least~~ once in National DRAGSTER, but always ~~and~~ are published on NHRARacer.com. Publication in National DRAGSTER shall be done in NHRA's discretion. ~~If, in NHRA's judgment,~~ In NHRA's discretion, an amendment or group of amendments is too lengthy to ~~publish in National DRAGSTER,~~ then the amendment or group of amendments may be listed or referred to in National DRAGSTER with the full text being available only on NHRARacer.com, or may

solely be published on NHRARacer.com. National DRAGSTER NHRARacer.com generally will contain an index of amendments for the then current year, and that index may be published in National DRAGSTER as well, in NHRA's discretion.

SECTION 1: ADMINISTRATIVE PROCEDURES AND APPEALS, PARTICIPANT AGREEMENTS AND ADMINISTRATIVE AND PROCEDURAL RULES; RULE CHANGES; RULE ENFORCEMENT; DISPUTE RESOLUTION PROCEDURES, 1.2: SCOPE OF RULEBOOK, 1.2.4: OFFICIAL OPINIONS ON TECHNICAL ISSUES (Page 3)

Participants may request official opinions on technical issues from NHRA. This type of opinion may be requested, for example, on the acceptability of specific items of equipment or body designs. Any request for an official opinion on technical issues must be made in writing and submitted to the Technical Department. No opinion on technical issues is binding on NHRA unless published in *National DRAGSTER* or, if deemed too lengthy for publication in *National DRAGSTER*, then referred to in *National DRAGSTER* and published on NHRARacer.com.

SECTION 1: ADMINISTRATIVE PROCEDURES AND APPEALS, PARTICIPANT AGREEMENTS AND ADMINISTRATIVE AND PROCEDURAL RULES; RULE CHANGES; RULE ENFORCEMENT; DISPUTE RESOLUTION PROCEDURES, 1.7 SUBSTANCE ABUSE POLICY (Page 14)

It is the individual's responsibility to ensure that whatever he or she ingests does not lead to a violation of the Substance Abuse Policy, regardless of intent or knowledge (for example, mouthwash, poppy seeds, etc.).

1. Testing and Administration.

- a. NHRA has selected [IEBT FirstLab](#) as the Independent Drug Program Administrator ("IDPA") to implement and administer the Substance Abuse Policy.
- b. [First Lab IEBT](#), Independent Drug Program Administrator, may be reached at 800-~~628-5106~~[732-3784](#); in Canada, ~~215-540-1654~~.
- c. If and to the extent deemed applicable by the IDPA, and if and to the extent not in conflict with NHRA's policy, United States Department of Transportation (DOT) guidelines shall be used for administration of the Substance Abuse Policy. In the event of a conflict between NHRA policy and DOT guidelines, NHRA policy shall control. For example, as to the time period allotted in which to provide an adequate sample, NHRA policy controls over DOT guidelines.
- d. All specimen testing will be conducted at a facility or facilities selected by the IDPA.
- e. All specimens once collected shall be deemed the property of NHRA.
- f. All testing (including without limitation sample collection) shall be conducted according to testing methodologies that are in accordance with DOT guidelines.
- g. All testing hereunder shall be by whatever means are selected by the IDPA. The type of test to be used is determined by the IDPA. Possible types of tests may include urine, blood, breath, saliva and/or hair testing.

SECTION 1: ADMINISTRATIVE PROCEDURES AND APPEALS, PARTICIPANT AGREEMENTS AND ADMINISTRATIVE AND PROCEDURAL RULES; RULE CHANGES; RULE ENFORCEMENT; DISPUTE RESOLUTION PROCEDURES, 1.11 CONTINGENCY AWARDS (Page 26)

All competitors have the opportunity to participate in NHRA's contingency programs. Programs administered from NHRA headquarters are advertised in National DRAGSTER for all national, divisional, and E.T. championship events.

To become eligible for sponsor awards, competitors must have purchased and be prepared to show proof of the product claimed. Competitors must also adhere to the specific decal-display requirements as follows:

1. Decal mMust be exact size and design of company's contingency decal (36-square-inch maximum).
2. One decal required for each product posting if applicable, prominently positioned on outer surfaces, clearly visible on both sides of vehicle beginning with the first round of eliminations. ~~Decals placed on vehicles once eliminations have begun will not be granted verification. Stacking requires sponsor's permission to ensure eligibility for advertised awards (contact sponsor).~~
3. Decals placed on vehicles once eliminations have begun will not be granted verification.
4. Decal stacking requires sponsor's permission to ensure eligibility for advertised awards (contact sponsor).
- ~~3.5.~~ 5. Decals placed on the inside of spoiler/wing spill plates are not eligible for contingency verification.
- ~~4.6.~~ 6. Decals placed on front or rear bumpers are not eligible for contingency verification.
- ~~5.7.~~ 7. Exact facsimile of sponsor's contingency decal (size, color, design) required if painted-on version is used (contact sponsor).
- ~~6.8.~~ 8. For each category posting, only one decal is permitted. Decals from competing companies for the same product will void all claims for the product category.
- ~~7.9.~~ 9. Knowingly claiming a product(s) ~~that is/are~~ not In use or functioning in the intended manner on the vehicle for which the claim was made is ~~defined as a~~ fraudulent claim and will be denied.

Claims that do not comply with all contingency program requirements will subject the participant to disciplinary action in the sole and absolute discretion of NHRA.

Decals are available from the product manufacturer or the Tech/Registration Trailer at divisional events. Eliminator winners, and runners-up, and class winners, ~~and Comp qualifiers~~ must submit to a product and decal verification in the manner required by NHRA's Technical staff in its sole and absolute discretion.

SECTION 2: RACE PROCEDURES, NHRA COMPETITION NUMBERS (Page 1)

All contestants are required to display a permanent driver number at all NHRA Full Throttle Mello Yello Drag Racing Series national events, NHRA Lucas Oil Drag Racing Series divisional events, [NHRA National Open events](#), and divisional NHRA Summit Racing Series Finals. Numbers are issued to drivers only and are available from NHRA. Racers must have a separate number for each eliminator category. In recognition of their ~~2011-2012~~ performance, all NHRA ~~Full Throttle~~ [Mello Yello](#) Drag Racing Series world champions, top 10 ~~Full Throttle~~ [Mello Yello](#) points earners, and all NHRA Lucas Oil Drag Racing Series champions will receive special numbers for the ~~2012~~ [2013](#) season. Special two-digit “lifetime” permanent numbers are available for ~~Full Throttle~~ [Mello Yello](#) category contestants only; contact the NHRA Competition Department for fees and other details.

SECTION 2: RACE PROCEDURES, QUALIFYING (Page 2)

To constitute an official qualifying attempt, all vehicles must self-start and self-stage. At NHRA ~~Full Throttle~~ [Mello Yello](#) Drag Racing Series, Lucas Oil Drag Racing Series, [NHRA National Open](#), and Summit Racing Series Finals events, a contestant cannot drive more than one vehicle in the same category at the same event, nor can one vehicle be used for multiple entries. Multiple driver restriction for E.T. classes, at NHRA member track events, may vary based on specific member track E.T. regulations. Racers are advised to contact the respective division office or member track for regulations within that geographic area. Vehicles must remain in the same category entered, with one registered driver for the duration of the event.

SECTION 2: RACE PROCEDURES, COMPETITION INDEX CONTROL (CIC) (Page 5) (first paragraph)

In an attempt to control runaway index situations in Competition eliminator, CIC will be in effect during eliminations at all NHRA ~~Full Throttle~~ [Mello Yello](#) Drag Racing Series national and NHRA Lucas Oil Drag Racing Series divisional events, [and National Opens](#). (~~National Open or~~ Any ~~other~~ non-points event will not carry permanent CIC adjustments.) Once a competitor adjusts a class index in two classes through a permanent CIC, that competitor is restricted to competition in the affected classes only and will not be allowed to compete in any other Comp class for the remainder of the current season. If a competitor adjusts a single class or does not adjust an index permanently, he/she will be allowed to compete in any Comp class. Any contestant running -.50 or quicker during eliminations (not during qualifying or time trials) will have his or her index adjusted by the amount he or she exceeds -.50 for the following round of eliminations.

SECTION 2: RACE PROCEDURES, COMPETITION INDEX CONTROL (CIC) (Page 5) ([7th paragraph](#))

[EIGHTH-MILE EVENTS: For eight mile events, the above policy will be adjusted as follows: Any contestant running -.35 or quicker during eliminations \(not during](#)

qualifying or time trials) will have his or her index adjusted by the amount he or she exceeds -.35 for the following round of eliminations. Any contestant who runs -.460 or greater in eliminations (not during qualifying or time trials) will cause his or her respective class index (eighth-mile index only) to be permanently adjusted by an increment equal to the second decimal of the infraction, up to a maximum of .10- second, following the event. The CIC adjustment will be conducted with two plateaus and will follow the chart below:

<u>Runs Under</u>	<u>Adjustment</u>	<u>Runs Under</u>	<u>Adjustment</u>
<u>.460 to .469</u>	<u>.01</u>	<u>.560 to .569</u>	<u>.06</u>
<u>.470 to .479</u>	<u>.02</u>	<u>.570 to .579</u>	<u>.07</u>
<u>.480 to .489</u>	<u>.03</u>	<u>.580 to .589</u>	<u>.08</u>
<u>.490 to .499</u>	<u>.04</u>	<u>.590 to .599</u>	<u>.09</u>
<u>.500 to .559</u>	<u>.05</u>	<u>.600 and greater</u>	<u>.10</u>

SECTION 2: RACE PROCEDURES, BREAKOUT RULES (Page 5)

In Super Stock, Stock, Super Comp, Super Gas, Super Street, Top Dragster, and Top Sportsman categories, the breakout rules are enforced at national, **and** divisional, and national open events as follows: Contestants who race below the posted index or category standard during eliminations are disqualified, with the following exceptions:

1. when an opponent foul starts or crosses a boundary line
2. on a single run
3. when both drivers run under their index, the driver who is the least under is the winner
4. when two cars of the same class race (doesn't apply to Super categories)
5. if two contestants run under by the same margin (with elapsed times extended to a thousandth of a second), the driver crossing the finish line first is the winner.

SECTION 2: RACE PROCEDURES, ALTERNATES (Page 6)

Once qualifying has concluded and a ladder has been established, pairings will not be changed. However, should a qualified vehicle and racer be unable to make the first round of eliminations, an alternate will be inserted in his or her place. Under normal conditions, all first-round points and cash awards will remain with the qualified racer. Alternates will not be eligible for any round points, regardless of how far they advance past round one, and the cash award paid will be less the amount paid to the original qualifier. If an event is postponed due to weather or other conditions prior to the start of eliminations for that category, it is necessary that the qualified vehicle and racer be in attendance and participate at the rescheduled date to be eligible for all points and awards based on eliminator competition. Awards based solely on qualifying remain with the original qualifier (excluding national event position points for Top Alcohol Dragster, Top Alcohol Funny Car, and Comp). It is important to note that points and awards are based on a round-loss basis, not simply on qualifying.

If an alternate racer is inserted into a rescheduled event for a non-returning qualifier, the alternate will receive full round points and cash awards.

SECTION 2: RACE PROCEDURES, ALTERNATES LUCAS OIL DRAG RACING SERIES AND NHRA PRO MOD DRAG RACING SERIES (Page 6)

In an attempt to always reward the quicker of the qualifiers, the insertion of alternates is as follows: The first alternate will be positioned to race the slower of the opponents made available by original qualifier's failure to appear in round one, the second alternate will race the next-slowest car, and so on, until either the ladder is complete or all alternates have been assigned ladder positions. The "break" rule for substitution of once-eliminated cars for cars that subsequently can't compete is not used at national or divisional events.

SECTION 2: RACE PROCEDURES, DISQUALIFICATIONS (Page 7)

Notwithstanding any other provision of this Rulebook, participation in any program conducted by or in conjunction with NHRA is conditioned upon being in good standing with NHRA, as determined in NHRA's sole and absolute discretion. Any person found guilty of drug-related offenses or other serious offenses is subject to such disciplinary action as NHRA shall determine appropriate in its sole and absolute discretion, including, but not limited to, immediate expulsion from NHRA and a termination of good standing. Such person may be immediately excluded from all NHRA programs and may not be eligible for titles, prize money, or other awards that have not already been bestowed, as shall be determined by NHRA. Further, any annual awards that might be granted may be made contingent upon maintaining good standing with NHRA through the year following the annual award, if so determined by NHRA. Further still, any person who shall be facing prosecution for a drug-related offense or other serious offense may be granted such awards on a contingent basis and may not be eligible for annual awards of prize money unless and until he or she shall have been found not guilty of such offenses during the year following the award of such prizes if so determined by NHRA.

SECTION 3: POINTS AND RELATED PROGRAMS, NHRA ~~FULL THROTTLE~~ MELLO YELLO COUNTDOWN TO THE CHAMPIONSHIP (Page 2)

NHRA will continue to use a playoff-style format to determine the NHRA ~~Full Throttle~~ Mello Yello world champion in each of the four ~~Full Throttle~~ Mello Yellow categories.

Regular season

Represents the first ~~47~~ 18 races of the season for Top Fuel, Funny Car, and Pro Stock car and 10 races for Pro Stock Motorcycle. Drivers earn points to secure a position in the top 10 in points standings.

Countdown to the Championship

Begins at the ~~eighteenth (18th)~~ nineteenth (19th) event of the season (11th for PSM). The top 10 drivers in each ~~Full Throttle~~ Mello Yello category will have their NHRA ~~Full Throttle~~ Mello Yello points adjusted as follows:

First place.....	2,110 points
Second place	2,080 points
Third place	2,070 points
Fourth place	2,060 points
Fifth place.....	2,050 points
Sixth place.....	2,040 points
Seventh place.....	2,030 points
Eighth place	2,020 points
Ninth place	2,010 points
10th place.....	2,000 points

SECTION 3: POINTS AND RELATED PROGRAMS, NHRA LUCAS OIL NATIONAL CHAMPIONSHIP (Page 2)

Contestants in the NHRA Lucas Oil Drag Racing Series categories (Super Street is division only) compete for NHRA Sportsman championship titles on the basis of total points earned at NHRA national, regional, and divisional events.

Regional and divisional events: Races feature NHRA Lucas Oil Drag Racing Series points competition within NHRA’s seven geographic divisions. Regional and Divisional race dates and locations are determined by NHRA in cooperation with host tracks and are announced upon finalization in National DRAGSTER, on NHRARacer.com, and in other publications.

Each Top Alcohol Dragster and Top Alcohol Funny Car driver is eligible to compete for points at five regional and 10 national events. When a driver has competed in those five regional and 10 national events or the season ends at the Automobile Club of Southern California NHRA Finals, his or her best three regional and best seven national finishes will constitute the driver’s NHRA Sportsman championship points total.

Each driver in the remaining NHRA Lucas Oil Drag Racing Series categories is eligible to compete for points at eight divisional and six national events. When a driver has competed in those eight divisional and six national events or the season ends at the Automobile Club of Southern California NHRA Finals, his or her best five divisional and best three national finishes will constitute the driver’s NHRA Sportsman championship points total.

Once a driver has competed for points at a maximum number of national, regional, and/or divisional events, the driver may compete at additional events but will not receive additional NHRA Lucas Oil Drag Racing Series points.

SECTION 3: POINTS AND RELATED PROGRAMS, NHRA LUCAS OIL REGIONAL AND DIVISIONAL CHAMPIONSHIP (Page 3) (3rd paragraph)

That [region or](#) division will become his or her home [region or](#) division for the season. Contestants are not permitted to be listed in more than one [region or](#) division in the same category. Each Top Alcohol Dragster and Top Alcohol Funny Car driver may compete for home-region NHRA Lucas Oil Drag Racing Series points at up to seven regional events and will be credited with points earned for their best five finishes including up to two out-of-region races. Each driver in the remaining NHRA Lucas Oil Drag Racing Series categories may compete for home-division NHRA Lucas Oil series points at up to eight divisional events and will be credited with the points earned for their best five finishes including up to two out-of-division races. A driver may earn points at outside events even after a driver's home-division schedule is completed. To be eligible for official NHRA Lucas Oil Drag Racing Series regional and division points and subsequent postseason awards, a contestant must claim a minimum of three races within his or her home region or division.

SECTION 3: POINTS AND RELATED PROGRAMS, PROFESSIONAL SPECIALITY SERIES (Page 4)

Certain Professional categories are offered sponsored specialty races, to be contested during qualifying portions of established events (i.e., NHRA Traxxas Nitro Shootouts in Indianapolis, Pro Stock K&N Horsepower Challenge in Norwalk Las Vegas).

NHRATRAXXAS NITRO SHOOTOUTS

Two [NHRA](#) Traxxas Nitro Shootouts will be contested at the ~~Mae-Tools~~ [NHRA](#) U.S. Nationals. Saturday, ~~Sept. 1,~~ [Aug. 31](#) will feature the TF Top Fuel program; Sunday, ~~Sept. 2,~~ [Sept. 1](#) will feature the FC Funny Car program. Qualifying is based upon a combination of points standings, event wins, and a lottery-style drawing. Drivers qualify for their respective Traxxas Shootout as follows:

1. The NHRA ~~Full Throttle~~ [Mello Yello](#) Drag Racing Series points leader in TF and the points leader in FC (prior to the ~~Mae-Tools~~ [NHRA](#) U.S. Nationals) will both automatically qualify as top seeds for the Traxxas Shootouts.
2. Positions 2 through 7 will consist of national event winners (other than the points leader) and will be placed on the qualifying list in the chronological order of the events. If the seven positions are not filled by the ~~Mae-Tools~~ [NHRA](#) U.S. Nationals, ranking in the points standings will fill open positions up to No. 7.
3. The eighth and final spot in each category will be determined by a fan vote and a lottery-style drawing. The fan vote will be conducted on NHRA's Facebook page and through a lottery-style drawing at the ~~Mae-Tools~~ [NHRA](#) U.S. Nationals. All remaining unqualified drivers in TF and FC who have competed in all 16 17 national events during ~~2012~~ [2013](#) will be included in the NHRA Facebook fan-voting process. Based on the percentage of fan votes received, drivers will receive an equivalent percentage of chances in the lottery. For example, if a driver earns 15 percent of the fan vote, that driver will have 15 chances out of

100 in the lottery-style drawing. All eligible drivers will have at least one chance in the drawing.

K&N HORSEPOWER CHALLENGE

The K&N Horsepower Challenge is contested at the ~~2012 Summit Racing Equipment NHRA Nationals~~ [2013 SummitRacing.com NHRA Nationals](#) in ~~Norwalk, Ohio~~ [Las Vegas](#). Qualifying is based upon points awarded for final qualifying positions at each national event. Points toward the ~~2012~~ 2013 Challenge began at the ~~2011~~ [2012](#) Norwalk event. K&N Horsepower Challenge points are awarded as follows:

Qualifiers:

No. 1 175 No. 9 120
 No. 2 165 No. 10 115
 No. 3 155 No. 11 110
 No. 4 145 No. 12 105
 No. 5 140 No. 13 100
 No. 6 135 No. 14 95
 No. 7 130 No. 15 90

SECTION 3: POINTS AND RELATED PROGRAMS, JEGS ALLSTARS (Page 5)

The ~~2012~~ [2013](#) JEGS Allstars event will be conducted at the O'Reilly Auto Parts Route 66 NHRA Nationals in Chicago. Points will be awarded up to four to six weeks prior to the ~~2012~~ [2013](#) O'Reilly Auto Parts Route 66 NHRA Nationals (check local division office for schedule in your area). JEGS Allstars competition is based on [regional and](#) divisional points earned solely within the contestant's home region or division. Contestants declaring a different home [region or](#) division at the beginning of the racing season will receive JEGS Allstars points for the most recently declared home [region or](#) division.

At that time, [the top two points earners in Top Alcohol Dragster and Top Alcohol Funny Car and](#) the top points earners in each [of the remaining](#) categories in each of NHRA's [four regions and](#) seven ~~geographic~~ divisions will be invited to participate in the JEGS Allstars competition. In addition, the JEGS Allstars champion from the previous year will be invited to participate to establish eight-car fields in each category of competition. [The JEGS Allstars champion from Top Alcohol Dragster and Top Alcohol Funny Car will automatically assume one of the two positions of the represented region. If the Top Alcohol Dragster and Top Alcohol Funny Car JEGS Allstars champion does not return, the top two points earners will fill the positions. For all remaining categories, i](#)n the event the champion is one of the divisional points leaders, he or she will then become the divisional representative. If the defending JEGS Allstars champion becomes the division representative or cannot compete as the blocker for any reason, the blocker position will remain in the champion's division and will go to the next-highest JEGS Allstars points driver. Example: If the defending JEGS Allstars ~~Top Alcohol Funny Car~~ [Competition Eliminator](#) champion is also the division Allstars points leader, he or she will compete as the division representative, and the No.

2 driver in Allstars ~~Top Alcohol Funny Car~~ [Competition Eliminator](#) points in that division will go in the blocker position.

The JEGS Allstars team championship will be decided by awarding 100 points for each round won by a [regional and](#) divisional representative. The Allstars champion in [Comp, SS, STK, SC, SG, SST, TD, and TS](#) from the previous year will be regarded as a “blocker” only and cannot earn points for his or her team. However, he or she will share in any team rewards. Tiebreaker points will be awarded to eliminator winners (9 points), runners-up (7 points), and semifinalists (5 points). Should a tie still exist, qualifying points will be used (8 points for No. 1; 7 points for No. 2; etc.). Pairings will be determined from the regular O’Reilly Auto Parts Route 66 NHRA Nationals qualifying in Chicago or from specific time-trial sessions prior to the JEGS Allstars competition.

Alternates for [regional and](#) divisional leaders will be taken from respective [regional and](#) divisional points standings. If the points leader in a given division cannot attend, No. 2 is invited, and so on until the position is filled.

Any car used by an Allstars contestant in Allstars competition may be driven only by that contestant during the ~~2012~~ [2013](#) O’Reilly Auto Parts Route 66 NHRA Nationals competition.

SECTION 3: POINTS AND RELATED PROGRAMS, MANUFACTURERS CUP (Page 6)

The annual NHRA Manufacturers Cup is awarded to the automobile manufacturer whose current-year cars competing in [Funny Car](#), Pro Stock, Super Stock, and Stock score the most points for qualifying and for winning. Points are earned at NHRA national and divisional events as follows: 60 points for an eliminator win, 40 points for a runner-up, and 20 points for qualifying.

SECTION 3: POINTS AND RELATED PROGRAMS, LOGO PLACEMENT (Page 7)

All vehicles participating in NHRA ~~Full Throttle~~ [Mello Yello](#) Drag Racing Series events, ~~NHRA Lucas Oil Drag Racing Series events~~, and other events conducted by NHRA must prominently display [an NHRA Championship Drag Racing logo](#) [and](#) all [other](#) applicable logos as shown in this section to be eligible for competition. Logos must be properly displayed to enter a national event, to pass technical inspection, and to make any runs. Logos must continue to be properly displayed at all times during the conduct of any ~~national~~ event. If a run is inadvertently allowed without proper logo usage, points shall be withheld from any contestant who fails to display the logos as required and all other penalties for rule violations shall also apply, including disqualification of any run, during qualifying or eliminations, made without displaying the logos as required.

In addition, no participant in an NHRA ~~Full Throttle~~ [Mello Yello](#) Drag Racing Series event may display on his or her driver uniform, team uniform, vehicle,

transporter, trailer, or in any other way at the NHRA ~~Full Throttle~~ Mello Yello Drag Racing Series event site, any non-~~Full Throttle~~ Mello Yello “~~Energy Carbonated Soft Drink~~” beverage name, mark, logo, or other indicia, unless such ~~Energy Drink~~ Carbonated Soft Drink sponsorship is evidenced by a signed contract for FULL SEASON PRIMARY SPONSORSHIP existing as of Aug. 29, 2012. ~~Dec. 31, 2010, or before, and has been approved by NHRA under the “Grandfather Clause” announced in February 2010 (or was previously approved under the April 2008 Grandfather Clause).~~ “~~Energy Carbonated Soft~~ Drink” shall mean ~~energy carbonated soft~~ drinks and ~~energy carbonated soft~~-drink branded products (whether or not the product is an ~~energy carbonated soft~~ drink or other beverage product), but NO PEPSICO PRODUCTS ARE ELIGIBLE FOR TREATMENT UNDER THE GRANDFATHER CLAUSE. Full details of requirements to qualify under the Grandfather Clause are available from the NHRA Marketing Department. Any participant who violates the foregoing rule shall be banned from competition at the NHRA ~~Full Throttle~~ Mello Yello Drag Racing Series event.

SECTION 3: POINTS AND RELATED PROGRAMS, ~~ALTERNATES~~ (Page 9)

~~Once qualifying has concluded and a ladder has been established, pairings will not be changed. However, should a qualified vehicle and racer be unable to make the first round of eliminations, an alternate will be inserted in his or her place. Under normal conditions, all first round points and cash awards will remain with the qualified racer. Alternates will not be eligible for any round points, regardless of how far they advance past round one, and the cash award paid will be less the amount paid to the original qualifier.~~

~~If an event is postponed due to weather or other conditions prior to the start of eliminations for that category, it is necessary that the qualified ehicle and racer be in attendance and participate at the rescheduled date to be eligible for all points and awards based on eliminator competition. Awards based solely on qualifying remain with the original qualifier (excluding national event position points for Top Alcohol Dragster, Top Alcohol Funny Car, and Comp). It is important to note that points and awards are based on a round-loss basis, not simply on qualifying.~~

~~If an alternate racer is inserted into a rescheduled event for a non-returning qualifier, the alternate will receive full round points and cash awards.~~

SECTION 3: POINT AND RELATED PROGRAMS, DISQUALIFICATION (Page 10)

~~Notwithstanding any other provision of this Rulebook, participation in any program conducted by or in conjunction with NHRA is conditioned upon being in good standing with NHRA, as determined in NHRA’s sole and absolute discretion. Any person found guilty of drug-related offenses or other serious offenses is subject to such disciplinary action as NHRA shall determine appropriate in its sole and absolute discretion, including, but not limited to, immediate expulsion from NHRA and a termination of good standing. Such~~

~~person may be immediately excluded from all NHRA programs and may not be eligible for titles, prize money, or other awards that have not already been bestowed, as shall be determined by NHRA. Further, any annual awards that might be granted may be made contingent upon maintaining good standing with NHRA through the year following the annual award, if so determined by NHRA. Further still, any person who shall be facing prosecution for a drug-related offense or other serious offense may be granted such awards on a contingent basis and may not be eligible for annual awards of prize money unless and until he or she shall have been found not guilty of such offenses during the year following the award of such prizes if so determined by NHRA.~~

SECTION 4A: SUPER PRO, PRO, SPORTSMAN, ENGINE: 1, INDUCTION (Page 2)

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.

SECTION 4A: SUPER PRO, PRO, SPORTSMAN, BODY:7, HOOD (Page 6)

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

SECTION 4C: E.T. MOTORCYCLE, DESIGNATION (Page 12)

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.

SECTION 5: NHRA PRO MOD DRAG RACING SERIES, SUPPORT GROUP:9, EVENT DATA RECORDER (Page 7)

Properly installed and operational PRC Systems Event Data Recorder (part number EDR1.0) and PRC Systems Wire Assembly (part number WA1.0) mandatory. The PRC Systems Event Data Recorder and Wire Assembly must be installed per the manufacturer's instructions. Modification of or tampering with the PRC Event Data Recorder and Wire Assembly prohibited. This is not required for PM cars competing in Competition Eliminator."

SECTION 5: NHRA PRO MOD DRAG RACING SERIES, SUPPORT GROUP:9, SHUTOFF DEVICE (Page 8)

Supercharged and Turbocharged cars are required to have P properly installed and operational Electrimotion Pro Mod Shutoff Controller Kit (part number SB001PM) and Electrimotion Shutoff Receiver (part number RF001PM) mandatory. Nitrous cars are required to have properly installed and operational Electrimotion Shutoff Receiver (part number RF001PS). The Electrimotion Pro Mod Shutoff Controller Kit and Shutoff Receiver must be properly installed per the manufacturer's instructions. Modification or tampering with the Electrimotion Pro Mod Shutoff Controller Kit and Shutoff Receiver prohibited. Note: Only the RF Shutoff function of the Electrimotion Shutoff Controller is mandatory at this time. This is not required for PM cars competing in Competition Eliminator."

SECTION 5: NHRA PRO MOD DRAG RACING SERIES, DRIVER:10, DRIVER RESTRAINT SYSTEM (Page 8)

Three-inch driver restraint system meeting SFI Spec 16.1 mandatory. Crotch strap mandatory. Restraint system must be updated at two-year intervals from date of manufacture. Effective 1/1/2014 a minimum six point driver restraint system installed according to the manufacturer's instructions is required. See General Regulations 10:5.

SECTION 6A: TOP SPORTSMAN, ENGINE:1, OIL RETENTION DEVICE (Page 2)

All cars 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 the rear motor plate and must incorporate a minimum 2-inch-high lip on all sides.~~ Pan must run from in front of the front motor plate to in front of the rear motor plate and from frame rail to frame rail. On vehicles without a front motor plate, pan must run from in front of harmonic balancer to in front of rear motor plate and from frame rail to frame rail, All belly pans 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.

SECTION 7: SUPER STREET, FRAME: 4, WHEELBASE (Page 4)

Minimum wheelbase 90 inches. Maximum wheelbase 120~~5~~ inches unless otherwise produced by automobile manufacturer. Maximum wheelbase variation from left to right: 1 inch.

SECTION 10A: STOCK CARS, ENGINE:1, CYLINDER HEADS (Page 3)

Must be correct casting number for year and horsepower claimed, per NHRA Technical Bulletins or NHRA accepted. Porting, polishing, welding, epoxying and acid-porting prohibited. Combustion-chamber modifications prohibited. Cylinder heads are additionally restricted in that they must retain original-size valves at original angles +/- 1 degree and must be able to hold original cylinder-head volume per NHRA Specifications. Runner volumes may not exceed the current

Super Stock cylinder-head volumes as listed on www.NHRARacer.com. Regardless of the poured volume measurement, any modifications to intake or exhaust runners prohibited. Any evidence of modifications from the original castings will be grounds for disqualifications as determined by NHRA in NHRA's sole and absolute discretion. Any aftermarket steel valve permitted, must retain stock head and stem diameters. Only engines OEM-equipped with sodium-filled valves may use sodium-filled replacement valves. Titanium prohibited. Hardened keepers permitted. Lash caps prohibited. Valve-diameter tolerance: +.005- inch or -.015-inch from NHRA Specs. The following are prohibited: spark-plug adapters; cylinder-head studs; any grinding in ports or combustion chambers; removal of any flashings; sandblasting or any other modification to cylinder head; any film coating of intake and exhaust runners; any film coating of combustion chamber. Runners and combustion chamber must retain OEM appearance. Final acceptance as determined by NHRA in NHRA's sole and absolute discretion. Intake side of head may not be cut into any part of valve cover bolt holes. [Valve cover bolt holes must remain unaltered and in their original location.](#) Heat riser passage may be blocked from intake manifold side of cylinder head. Blocking passage down in valve pocket prohibited. The following are permitted: polylocks, jam nuts, screw-in larger-diameter rocker studs or pinned studs, bronze-wall valve guides. Valve spring umbrellas optional. Cylinder head may have all of the seats replaced. Any valve job permitted, Oringing prohibited. Exhaust plates prohibited.

SECTION 10A: STOCK CARS, ENGINE:1, ENGINE (Page 3)

Must be same year and make as car used, aftermarket NHRA accepted cylinder blocks permitted. Equipment other than original factory-installed prohibited. Any special equipment export kit (superchargers, dealer-installed options, etc.) automatically disqualifies car. Engine must remain in stock location — height, setback, etc. Cylinder bores must not exceed ~~.075~~ [.080](#)-inch over stock. Bores are measured at top of cylinder where ring wear is not evident. Crossbreeding parts prohibited. Normal balance job (i.e., one piston/rod assembly untouched) permitted. Otherwise lightening of component parts prohibited. All carburetors, manifolds, heads, etc. must be tightened to prevent any air or fuel leaks. Vacuum lines must be securely connected or blocked off. Stroke tolerance is +/- .015-inch. ~~Stock OEM crankshaft mandatory.~~ [Stock OEM or NHRA-accepted aftermarket crankshaft mandatory. Aftermarket crank must retain OEM configuration; \(i.e., billets, knife edging, etc. prohibited\).](#) Lightening of crankshaft other than normal balance job prohibited. Cylinder blocks may be sleeved. Aftermarket SFI Spec 18.1 harmonic balancer mandatory in AAA/S through G/S and AAA/SA through G/SA. See General Regulations 1:2.

SECTION 10A: STOCK CARS, DRIVETRAIN:2, TRANSMISSION, Automatic (Page 6)

Any model transmission, [same make as car, with a maximum of three forward speeds \(unless OEM equipped with more than three forward speeds\).](#) ~~(must be same make as car) having same number of forward speeds~~ (O.D. gear not

required, ~~and~~ reverse permitted. Transmission case must be OEM or aftermarket OEM replica from a standard, automotive application as found in the Official NHRA Stock Car Classification Guide. Aftermarket case must meet SFI Spec. 4.1 and 30.1. NHRA-accepted adapter plates permitted. Modifications to shifting patterns are permitted, provided full shift pattern is retained. Full shift pattern must include park and reverse. Any gear change must occur as a result of an internal function of the transmission or from direct action by the driver. Lockup converter permitted if OEM-equipped with lockup converter and OEM transmission is used. Otherwise, lockup converters prohibited. Electronic rpm controls for the electric (internal or external to the transmission) shifting of automatic transmissions permitted in computer-controlled vehicles only. Otherwise, any gear change must occur as a result of an internal function of the transmission or from direct action by the driver. Pneumatic, hydraulic, electric, etc. controls and shifters in all non-computer controlled electronic-fuel-injected vehicles prohibited. Deepened stock or aftermarket transmission oil pans permitted. Drilling of transmission case or rear of engine block to adapt incompatible units prohibited. Functional neutral safety switch mandatory. Transmission brake prohibited. Tailshaft modifications for bushing replacement, or NHRA-accepted aftermarket tailshaft, permitted. See General Regulations 2:12, 2:14.

SECTION 10A: STOCK CARS, INTERIOR:6, UPHOLSTERY (Page 9)

Must have full factory-type upholstery for year/model claimed, including factory-type floor mats or carpet, door panels and headliner, and front and rear seats. Interior gutting prohibited. Driver's seat tracks may be bolted down. Sun visors optional. Rear seat may be removed when roll bar is installed; area must be carpeted or upholstered equivalent to factory specifications (no bare paneling). [Full-size aftermarket or corporate OEM front seats permitted; must be upholstered and supported.](#) See General Regulations 6:2.

SECTION 10A: STOCK CARS, DRIVER RESTRAINT SYSTEM (Page 11)

Three-inch driver restraint system meeting SFI Spec 16.1, including crotch strap, mandatory in classes AAA/S through [AA/S M/S](#), AAA/SA through [AA/SA M/SA](#), all convertibles, and in any car running 11.49 or quicker. Restraint system must be updated at two-year intervals from date of manufacture. See General Regulations 10:5.

SECTION 11A: SUPER STOCK, ENGINE:1, ENGINE (Page 2)

Must be same year and make for car used, aftermarket NHRA-accepted cylinder blocks permitted. Equipment other than original factory-installed prohibited. Any special-equipment export kit (superchargers, dealer-installed options, etc.) automatically disqualifies car. Engine must remain in stock location — height, setback, etc. Cylinder bores must not exceed ~~.075~~ [.080](#)-inch over stock. Bores are measured at top of cylinder where ring wear is not evident. Crossbreeding parts prohibited. Normal balance job permitted. Otherwise lightening of component parts prohibited. All carburetors, manifolds, heads, etc. must be

tightened to prevent any air or fuel leaks. Vacuum lines must be securely connected or blocked off. Stroke tolerance is +/- .015-inch. Stock OEM or NHRA-accepted aftermarket crankshaft mandatory. Aftermarket crank must retain OEM configuration; (i.e., billets, knife edging, etc.) prohibited. Lightening of crankshaft other than normal balance job prohibited. Cylinder blocks may be sleeved. Aftermarket SFI Spec 18.1 harmonic balancer mandatory. Timing-belt covers optional. See General Regulations 1:2.

SECTION 11A: SUPER STOCK, DRIVETRAIN:2, TRANSMISSION, Automatic (Page 4)

Any model transmission, same make as car, with a maximum of three forward speeds (unless OEM equipped with more than three forward speeds). ~~(must be same make as car) having same number of forward speeds (O.D. gear not required.)~~ and reverse permitted. ~~If any engine/automatic transmission combination is listed in the class blueprint specification as being available with only a two-speed automatic transmission, it may be replaced with any three-speed corporate automatic transmission.~~ Transmission case must be OEM or aftermarket OEM replica from a standard automotive application as found in the Official NHRA Stock Car Classification Guide. Aftermarket case must meet SFI Spec 4.1 and 30.1. NHRA-accepted adapter plates permitted. Modifications to shifting patterns are permitted, provided full shift pattern is retained. Full shift pattern must include park and reverse. Lockup converter permitted if OEM equipped with lockup converter and OEM transmission is used. Otherwise, lockup converters prohibited. Deepened stock or aftermarket transmission oil pans permitted. Drilling of transmission case or rear of engine block to adapt incompatible units prohibited. Functional neutral safety switch mandatory. Aftermarket replacement transmission case, OEM replica and accepted by NHRA, permitted. Transmission brake permitted, electric transbrake release system only. Transbrake buttons must be NHRA-accepted. Devices must be mechanical spring actuated and not exceed 3 inches in length from base of (button) switch to top of plunger. Adjustability is permitted and may be made by a thread stop or stop rings. Modifying the switch by the addition of hydraulics, pneumatics, electric, or other means is prohibited (see NHRARacer.com for accepted list). Rpm- activated pneumatic, electric shifters permitted. See General Regulations 8:2 for correct wiring procedure. See General Regulations 2:12, 2

SECTION 11A: SUPER STOCK, INTERIOR:5, UPHOLSTERY (Page 8)

Must have full factory-type upholstery, including factory-type floor mats or carpet, door panels, and headliner, and front and rear seats. Interior gutting prohibited. Driver's seat tracks may be bolted down. Sun visors optional. Rear seat may be removed when roll bar or roll cage is installed; area must be carpeted or upholstered equivalent to factory specifications (no bare paneling). Full-size aftermarket or corporate OEM front seats permitted; must be upholstered and supported. See General Regulations 6:2.

SECTION 11D: MODIFIED STOCK, DESIGNATIONS (Page 15)

SS/AS, SS/BS, SS/CS, SS/DS, SS/ES, SS/FS, and SS/GS preceded by car number. Reserved for 1967 or later NHRA-accepted, factory-production ~~2-door sedan or hardtop passenger~~ cars. Body, engine, drivetrain, chassis, etc. may not be altered or relocated except as outlined in Requirements & Specifications. Front-wheel-drive conversions permitted. Classes of competition within Modified Stock are for non-supercharged cars. Class determined by total car weight (including driver) divided by total engine displacement (cubic inches).

SECTION 11G: SUPER STOCK/MX, ENGINE:1, TURBOCHARGERS (Page 28)

Permitted in DX only. Must be no larger than the T04-b or the 300 Series Rotomaster/Garrett, twin 62mm or single 80mm maximum size. [Air to air or water to air intercooler permitted on turbocharged SS/DX vehicles.](#)

SECTION 12: COMP, ENGINE:1, OIL-RETENTION DEVICE (Page 2)

All vehicles 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 in front of rear motorplate and must incorporate a minimum 2-inch-high lip on all sides.~~ [Pan must run from in front of the front motor plate to in front of the rear motor plate and from frame rail to frame rail. On vehicles without a front a motor plate, pan must run from in front of harmonic balancer to in front of rear motor plate and from frame rail to frame rail, All belly pans must incorporate a minimum 2-inch-high lip on all sides.](#) 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. See General Regulations 1:8.

SECTION 12: COMP, DRIVETRAIN:2, TRANSMISSION, AUTOMATIC (Page 2)

Where permitted by class regulations, an automatic transmission must meet the following criteria: any automotive production, automatic transmission with converter, maximum three forward speeds (Nostalgia Dragster limited to maximum two forward speeds). Full shift pattern mandatory. Automated, electric, or pneumatic shifter permitted ([Except: A/ND and B/ND](#)), must be controlled by preset engine rpm and/or time functions ONLY. Transmission brake permitted. Electric transbrake release system only. Transbrake buttons must be NHRA-accepted (see NHRARacer.com for accepted list). Devices must be mechanical-spring actuated and not exceed 3 inches in length from base of (button) switch to top of plunger. Adjustability is permitted and may be made by a thread stop or stop rings. Modifying the switch by the addition of hydraulics, pneumatics, electric, or other means is prohibited. Maximum one transmission brake solenoid permitted. Automatic transmission flexplate meeting SFI Spec 29.1, automatic transmission flexplate shield meeting SFI Spec 30.1 and automatic transmission shield 4.1 mandatory. Aftermarket replacement transmission case, OEM replica and accepted by NHRA, permitted. See General Regulations.

SECTION 12: COMP, BRAKES AND SUSPENSION:3, STEERING (Page 3)

A device (e.g., collapsing column or travel limiting device) must be used to limit rearward travel of long steering shaft and steering wheel in case of frontal impact. If removable steering wheel is used, commercially available quick-disconnect steering-wheel adapter meeting SFI Spec 42.1 mandatory. [Carbon fiber, Kevlar, and all other composite components \(other than the steering wheel\) are prohibited in the steering system.](#) ~~See General Regulations 3:3.~~

SECTION 12: COMP, BRAKES AND SUSPENSION:3, SUSPENSION (Page 3)

Active suspension of any kind prohibited. Any ability to make on-track setting/rate changes based on "real time" data or input from any source, including the shock/strut itself (i.e., magnetically charged fluid), is prohibited. Electrically or pneumatically controlled, hydraulic shocks and/or struts are permitted, provided all adjustment settings/changes are preset before the run. All shocks systems must be NHRA-accepted. Only 1 three-wire shielded cable connection is permitted from the top of the shock/strut to the shock/strut controller. Electrical connections of any other kind to or from the shock/strut prohibited. Shock/strut travel sensors permitted, but may ONLY be connected to the vehicle data recorder. Shock/strut control boxes that have connections for travel sensors must have the pin removed from the connector. Connection to serial port on control box prohibited once car reaches the ready line. All wiring must be visible and easily traceable for technical inspector. Control boxes must be NHRA-accepted. Accepted boxes are the old Koni and the Koni/MSD. Bottom of shock/strut may have a maximum of three air lines connected to an air bottle. [Carbon fiber, Kevlar, and all other composite components are prohibited in both the front and rear suspension systems.](#) See General Regulations 3:4.

SECTION 12: COMP, FRAME:4, PARACHUTE (Page 3)

Mandatory. [Dual parachutes required for A/D, A/DA, B/D, B/DA, A/ED, AA/AM, AA/AT, BB/AM, BB/AT, A/A, A/AA and A/AP.](#) See General Regulations 4:8.

SECTION 12: COMP, DRIVER:10, [DRIVER ADDITIONAL EQUIPMENT](#), (Page 4)

[Any vehicle that runs quicker than 6.00 seconds must meet all applicable safety requirements for the body style used \(i.e. Full-bodied vehicles must meet Pro Modified, Dragsters must meet Top Alcohol Dragster Rules and Altered/Funny Cars must meet Top Alcohol Funny Car Rules. Exception: Cars competing in Competition Eliminator are not required to have event data recorders or automatic shutoff devices.](#)

SECTION 12: COMP, DRIVER:10, DRIVER RESTRAINT SYSTEM (Page 4)

Three-inch driver restraint system meeting SFI Spec 16.1 mandatory. Crotch strap mandatory. Restraint system must be updated at two-year intervals from date of manufacture. [Effective 1/1/2014 a minimum six-point driver restraint system installed according to the manufacturer's instructions is required for A/D,](#)

[A/DA, B/D, B/DA, C/D, C/DA, D/D, H/D, I/D, A/ED, B/ED, C/ED, A/ND, B/ND, AA/AM, AA/AT, BB/A, CC/A, BB/AM, BB/AT, CC/AT, DD/AT, A/A, A/AA, A/AP, B/A, B/AA, B/AP, C/A, C/AA, PST, A/EA, A/PM, AA/PM.](#) Fire resistant covering on driver restraint system required on all front engine open-bodied vehicles in ~~AAA~~, AA/AM, AA/AT, BB/A, and BB/AM. See General Regulations 10:5.

SECTION 12A: GAS DRAGSTER, CLASSES, (Page 5) (beginning with 9th paragraph)

E/D: 4.50 or more pounds per cubic inch; inline or opposed 5 or 6-cylinder engines 4.40 or more pounds per cubic inch; inline or opposed 5- or 6-cylinder engines with stock production heads

[E/DA: 4.50 or more pounds per cubic inch; inline or opposed 5 or 6-cylinder engines, automatic transmission with converter only.](#)

[4.40 or more pounds per cubic inch; inline or opposed 5- or 6-cylinder engines with stock production heads, automatic transmission with converter only.](#)

F/D: 7.00 or more pounds per cubic inch; inline 4-cylinder, 2-valve engines only
7.50 or more pounds per cubic inch; for inline 4-valve, 4-cylinder engines only;
850-pound minimum

[F/DA: 7.00 or more pounds per cubic inch; inline 4-cylinder, 2-valve engines only, automatic transmission with converter only. 7.50 or more pounds per cubic inch; for inline 4-valve, 4-cylinder engines only, automatic transmission with converter only; 850-pound minimum](#)

G/D: 8.40 or more pounds per cubic inch; opposed 4-cylinder engines only, 155-cubic-inch maximum as produced; 850-pound minimum

[G/DA: 8.40 or more pounds per cubic inch; opposed 4-cylinder engines only, 155-cubic-inch maximum as produced, automatic transmission with converter only; 850-pound minimum.](#)

SECTION 12A: GAS DRAGSTER, TRANSMISSION, AUTOMATIC, (Page 6)

Permitted in A/DA, B/DA, C/DA, D/DA, ~~E/D~~, [E/DA](#), ~~F/D~~, [F/DA](#), ~~G/D~~, [G/DA](#), H/D, I/D, and J/D. See Section 12, Transmission, Automatic, for details.

SECTION 12A: GAS DRAGSTER, NECK COLLAR/HEAD AND NECK RESTRAINT DEVICE/SYSTEM (Page 9)

Head and neck restraint device/system meeting SFI 38.1 mandatory in A/D, A/DA, B/D, B/DA, C/D, C/DA, D/D, D/DA, E/D, [E/DA](#), J/D, H/D, and I/D. Neck collar meeting SFI Spec 3.3 mandatory in all other classes. See General Regulations 10:8.

SECTION 12C: NOSTALGIA DRAGSTER, ENGINE:1, ENGINE (Page 13)

One internal-combustion, reciprocating, automobile-type engine permitted. Cast-iron block mandatory. ~~Alloy~~ Aluminum heads prohibited. Maximum ~~410~~ 430 cid. No collector-style headers allowed. Dry sumps and evacuation system permitted. See General Regulations 1:2.

SECTION 12D: ALTERED AND STREET ROADSTER, DESIGNATIONS (Page 15)

~~AA/A,~~ AA/AM, AA/AT, BB/A, CC/A, BB/AM, BB/AT, CC/AT, DD/AT, A/A, A/AP, B/A, B/AP, C/A, D/A, E/A, F/A, G/A, H/A, I/A, J/A, K/A, L/A, A/AA, B/AA, C/AA, D/AA, E/AA, F/AA, G/AA, H/AA, I/AA, J/AA, K/AA, L/AA, AA/AF, and BB/AF, preceded by car number.

SECTION 12D: ALTERED AND STREET ROADSTER, CLASSES (Page 16)

~~AA/A: 5.40 or more pounds per cubic inch. Supercharged; 1,500-pound minimum~~

J/A: 5.50 or more pounds per cubic inch. Inline or opposed 5- or 6-cylinder engines only; ~~1,100~~ 1400-pound minimum

K/A: 5.50 or more pounds per cubic inch. Inline 4-cylinder, 2-valve engines only; ~~1,100~~ 1300-pound minimum

SECTION 12D: ALTERED AND STREET ROADSTER, ENGINE:1, ENGINE (Page 17)

One internal-combustion, reciprocating, automobile-type engine permitted. ~~CG/A limited to NHRA-accepted OEM or aftermarket cast iron blocks only.~~ OEM bore center spacing mandatory in Street Roadster. Any engine setback permitted. All classes naturally aspirated except ~~AA/A,~~ AA/AM, AA/AT, BB/A, BB/AM, BB/AT, CC/AT, DD/AT, AA/AF, and BB/AF. Classes A/A through H/A, V-8 engines only permitted. Classes AA/AF and BB/AF limited to OEM production block. AA/AF, transverse or longitudinal engine orientation permitted. BB/AF must retain transverse engine orientation. See General Regulations 1:2.

SECTION 12D: ALTERED AND STREET ROADSTER, ENGINE:1, SUPERCHARGER (Page 18)

Restricted to Roots-type supercharger, rotor helix angle not to exceed that of standard 71-series GM-type rotor. 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. The rotors must be driven from the front (both the external drive and the internal gearing). The entire inlet opening must be on/in the upper surface only. Any inlet/outlet cavity in front of the rotors is restricted to maximum 2.150 inches, measuring from the face of bearing plate to the back of the cavity. Billet cases prohibited. The maximum length from the front of the supercharger drive pulley to the leading edge of the rotor is 15 inches. Offset drive pulleys may not be used to

add to the number listed above. All manifold configurations and supercharger modifications and locations must be accepted prior to competition. Variable multispeed supercharger devices prohibited. Supercharger restraint system with fire-resistant covering meeting SFI Spec 14.2 or 14.3 mandatory for all ~~AAA~~, AA/AM, BB/A, and BB/AM vehicles. Air-to-air intercooler permitted on supercharged vehicles. Supercharger must be in conventional location above the intake manifold and cylinder heads, and supercharger restraint device may not be modified. Ambient air only; i.e., the flow of ambient air through the intercooler and any associated ducting must be only a result of the movement of the vehicle. For CC/A only, a 5.150-inch centrifugal supercharger limited to inlet diameter internal O.D. 5.250 maximum; impeller inducer diameter 5.150-inch maximum; impeller exducer diameter 8.000-inch maximum; discharge diameter 4.000-inch maximum; housing diameter (external diameter of housing not to include discharge) 12.000-inch maximum. Supercharger drive must be belt, NHRA-accepted chain drive or NHRA-accepted gear drive. Aftermarket intercooler permitted (air-to-air or air-to-water/ice). Maximum 3-gallon-capacity reservoir permitted, must be constructed of steel or aluminum, or an SFI 28.1 fuel cell. See General Regulations 1:10, 1:11.

SECTION 12D: ALTERED AND STREET ROADSTER, ENGINE:1, DRIVELINE (Page 19)

When the driveshaft contains universal joints, a driveshaft meeting SFI Spec 43.1 is mandatory in ~~AAA~~, AA/AM, BB/A, BB/AM, AA/AT, BB/AT, CC/AT, DD/AT, A/A, A/AP, B/A, B/AP, C/A, A/AA, B/AA, and C/AA. See General Regulations 2:4.

SECTION 12D: ALTERED AND STREET ROADSTER, ENGINE:1, TRANSMISSION, AUTOMATIC (Page 19)

Permitted in ~~AAA~~, AA/AM, AA/AT, BB/A, CC/A, BB/AM, BB/AT, CC/AT, DD/AT, A/AA through L/AA, AA/AF, BB/AF, B/SR, and C/SR. Cars with fully automatic transmissions with converter in A/AA may be 100 pounds under calculated class weight; classes B/AA through I/AA may be 250 pounds under calculated class weight; J/AA through L/AA may be 150 pounds under calculated class weight. CC/A with fully automatic transmission may deduct 225 pounds; Lenco-drive-type transmission may deduct 150 pounds (for CC/A only). CC/A may be under posted minimum weight, maximum 50 pounds. Except as noted above (for CC/A only), at no time, regardless of transmission, may a vehicle be under the minimum weight as stipulated under class designations. See Section 12, Transmission, Automatic, for details.

SECTION 12D: ALTERED AND STREET ROADSTER, ENGINE:1, TRANSMISSION, MANUAL (Page 19)

Permitted in ~~AAA~~, AA/AM, AA/AT, BB/A, CC/A, BB/AM, BB/AT, CC/AT, DD/AT, A/A through L/A, AA/AF, BB/AF, and A/SR. Classes A/AP and B/AP limited to planetary transmission with a maximum three forward speeds only. See Section 12, Transmission, Manual, for details.

SECTION 12D: ALTERED AND STREET ROADSTER, FRAME:4, BALLAST (Page 20)

Permitted. [must be located inside body line](#). See General Regulations 4:2.

SECTION 12D: ALTERED AND STREET ROADSTER, FRAME:4, BUMPERS, STREET ROADSTERS, FRONT AND REAR (Page 20)

Optional; if used, must be as wide as the outside of the adjacent tire treads and at least 3 inches tall for the entire width. [Front bumper may not extend more than 30-inches forward of the centerline of the front spindle](#). Disguised spoilers prohibited. ~~Ballast must be located inside body line.~~

SECTION 12D: ALTERED AND STREET ROADSTER, FRAME:4, ROLL CAGE (Page 20)

Mandatory. Chassis must be recertified every three years by NHRA and have serialized sticker affixed to roll cage before participation. All new chassis or at scheduled recertification must meet the following SFI Spec: ~~AA/A~~ [AA/M](#) through G/A, B/AA through G/AA, I/A through K/A, and I/AA through K/AA must meet SFI Spec 25.1E, 25.2, 25.3, 25.4, or 25.5 as applicable; open-bodied cars must meet SFI Spec 10.1E, 10.2, 10.3, or 10.4 as applicable. All others must conform to the SFI Spec for the body style used. See General Regulations 4:4, 4:11, 10:6.

SECTION 12D ALTERED AND STREET ROADSTER, BODY, AIR DAM, Open-Wheel Vehicles (Page 21)

Front air dam permitted. Maximum projection ahead of spindle centerline: 30 inches. Air dam may incorporate a flat, level (within 1 inch for crown) panel to cover the frameraills. Panel may extend from axle/spindles to front of grille shell. (See also GRILLE.) Maximum rise from front of air dam to rear edge of panel is 12 inches. Width of air dam may not exceed front tread width in front of spindles, and panel may not exceed width of a position flush with the outside of the top or side of frameraills behind the spindles. Panel may not attach to the grille shell in any manner. A demarcation line at the axle/ spindle point must be present. Disguised streamlining prohibited. [For AA/M, AA/AT, BB/A, BB/AM, BB/AT, A/A, A/AA, A/AP, B/A, B/AA, B/AP, C/A and C/AA both an air dam and/or a front wing are permitted.](#)

SECTION 12D: ALTERED AND STREET ROADSTER, BODY:7, FENDERS, ALTEREDS (Page 22)

Optional on pre-1949 cars; if used, must retain OEM configuration. Cars 1949 and later must retain 4 factory production-type fenders. Fiberglass reproductions permitted. Fenders may be moved up equal to amount of body channel. Cars 1960 model year and later in classes ~~AA/A~~, AA/AM, AA/AT, BB/A, BB/AM, BB/AT, A/AP, A/A, B/AP, B/A, CC/AT, or DD/AT may lengthen body maximum 6 inches to accommodate longer wheelbase. One-piece, lift-off front end permitted in AA/AF and BB/BF. May be widened for larger tires. Final approval rests with NHRA Technical Services. Rear fenders may be flared, bulged, and/or bubbled to allow for larger tires. See General Regulations 7:3.

SECTION 12D: ALTERED AND STREET ROADSTER, DRIVER:10, NECK COLLAR/HEAD AND NECK RESTRAINT DEVICE/SYSTEM (Page 24)

Head and neck restraint device/system meeting SFI 38.1 mandatory in ~~AAA~~, AA/AM, AA/AT, BB/AT, CC/AT, A/AP, A/A, A/AA, B/A, B/AA, CC/A, BB/A, BB/AM, DD/AT, B/AP, C/A, C/AA, and AA/AF. Neck collar meeting SFI Spec 3.3 mandatory in all other classes. See General Regulations 10:8.

SECTION 12E: ALTERED TRUCK, ENGINE:1, CARBURETOR (Page 25)

Limited to two, and only two, NHRA-accepted 4-barrel American automotive production carburetors, ~~maximum 1,050 cfm each~~, with any internal modifications. The following are prohibited: "inline" multibarrel, slide valve, and/or motorcycle carburetors, and/or fuel injection.

SECTION 12G: ECONO ALTERED, DRIVER:10, NECK COLLAR/HEAD AND NECK RESTRAINT DEVICE/SYSTEM (Page 35)

Head and neck restraint meeting SFI 38.1 in A/AEA mandatory. Neck collar meeting SFI Spec 3.3 mandatory in all other classes. See General Regulations 10:8.

SECTION 12G: SUPER MODIFIED, CLASSES (Page 35)

A/SM: 7.50 or more pounds per cubic inch. Dual four-barrels; V-8 only; ~~2,800~~ 2750-pound minimum

B/SM: 8.50 or more pounds per cubic inch. Dual four-barrels; V-8 only; ~~2,800~~ 2750-pound minimum

C/SM: 8.50 or more pounds per cubic inch. V-8 only; ~~2,800~~ 2750-pound minimum

D/SM: 9.50 or more pounds per cubic inch. Dual four-barrels; V-8 only; true wedge cylinder heads (with inline and parallel valves) only; ~~2,800~~ 2750-pound minimum

E/SM: 9.50 to 10.49 pounds per cubic inch. Wedge or canted-valve cylinder heads, maximum 366 cubic inches; V-8 only; ~~2,800~~ 2750 pound minimum

F/SM: 10.50 or more pounds per cubic inch. Dual four-barrels; true wedge cylinder heads (with inline and parallel valves) only; V-8 only; ~~2,800~~ 2750-pound minimum

G/SM: 10.50 or more pounds per cubic inch. True wedge cylinder heads (with inline and parallel valves) only; maximum 366 cubic inches; ~~2,800~~ 2750-pound minimum

H/SM: 11.50 or more pounds per cubic inch. Dual four-barrels, true wedge cylinder heads (with inline and parallel valves) only; maximum 366 cubic inches; V-8 only; ~~2,800~~ 2750-pound minimum

I/SM: 11.50 or more pounds per cubic inch. Dual four-barrels or electronic fuel injection; V-6 only; ~~2,700~~ 2650-pound minimum

Classes A/SM through I/SM are manual transmission only. Classes A/SMA through I/SMA are automatic transmission and utilize corresponding manual-transmission displacements and minimum weights.

SECTION 12G: SUPER MODIFIED, DRIVETRAIN:2, TRANSMISSION, AUTOMATIC (Page 37)

Permitted in A/SMA, B/SMA, C/SMA, D/SMA, E/SMA, F/SMA, G/SMA, H/SMA, and I/SMA. Cars with automatic transmissions may remove 250 pounds from regular class weight. In no case may vehicle. ~~be more than 50 pounds under weigh less than the~~ posted minimum weight for the class. See General Regulations 2:14. See Section 12, Transmission, Automatic, for details.

SECTION 13: TOP ALCOHOL DRAGSTER, ENGINE: 1, OIL RETENTION DEVICE (Page 3)

Engine oil-retention pan mandatory. Minimum material, .050-inch aluminum or .040-inch carbon fiber/Kevlar. Pan must extend forward a minimum of one inch from the front face of the lower pulley and may not extend rearward ~~more than 6-inches beyond the rear end housing past the crossmember under the pinion flange~~. Pan may be no wider than outside edge of the bottom frameraills and must extend to the top of the upper frameraills. Pan must be either a one-piece design or constructed as to be sealed as a retention device to retain oil. Must have minimum four-inch high bulkheads for oil retention during acceleration and deceleration. Front bulkhead must be forward a minimum one inch of the lower blower pulley, and rear bulkhead must be behind the rear of the bellhousing. Bulkheads must be "coved" toward oil pan to assist oil in staying within the confines of the bulkheads. A nonflammable, oil-absorbent liner mandatory inside of retention device. Minimum number of slots or holes in the walls to clear frame, steering, or lines permitted.

SECTION 13: TOP ALCOHOL DRAGSTER, DRIVETRAIN: 2 TRANSMISSION (Page 5)

Transmission prohibited in non-supercharged, nitromethane burning class. OEM or OEM-modified transmissions prohibited in all classes. Aftermarket planetary transmission permitted in supercharged classes, limited to two units (three speeds). Converter equipped cars may deduct 50 pounds from minimum weight. Overdrive transmission prohibited. Final drive ratio must be 1:1. Clutch hold-down device recommended on all cars. Reverser mandatory. Automated shifters and/or timer-type shifting devices prohibited; each individual shift must be a function of the driver. Air shifter bottles must be stamped as meeting DOT-1800 pound rating and permanently mounted (hose clamps or tie wraps prohibited).

For the supercharged-methanol combinations only, the use of a transmission consisting of an aftermarket torque converter and an aftermarket planetary transmission (three-speed maximum) with an electric-only transbrake is permitted. The unit must be NHRA- accepted. Contact NHRA Technical Services for accepted list. The use of a delay box/device is prohibited. An aftermarket SFI 29.1 flexplate (with no starter ring gear) or a solid-steel converter driveplate, an SFI 6.1, 6.2, or 6.3 flywheel shield, and an aftermarket SFI 4.1 one-piece transmission shield (covering the transmission units and the reverser) are required.

SECTION 13: TOP ALCOHOL DRAGSTER, FRAME: 4, PARACHUTE (Page 7)

Dual parachutes mandatory. Two separate shroud line mounting points mandatory with sleeved 1/2-inch-minimum grade 8 steel bolts with self-locking nuts or with nuts welded onto parachute brackets. Shroud line mounting brackets must be constructed of minimum 3/16-inch 4130 steel. Two NHRA-accepted parachute tethers are required and must be routed through each shroud line end loop and be attached using the rear end mounting bolts on each side. The mounting attachments on each end of both tethers must attach to either separate rear end mounting bolts or opposite ends of a single bolt (one under the head of the bolt and the other under the nut). ~~Tethers must be covered with a fire-resistant material.~~ NHRA-accepted parachute tethers: Amick Race Car Restraints ~~part number~~ PARA-101REV, [Future Fibres FF30MLB-P-MB](#) or Taylor Motorsports 108. When Future Fibres FF30MLB-P-MB is used only one tether is required and must be routed through each shroud line end loop and be attached using the rear end mounting bolt on each side. All tethers must be covered with a fire-resistant material. See REAR WINGS & SUPPORTS. See General Regulations 4:8.

SECTION 13: TOP ALCOHOL DRAGSTER, BODY: 7, BODY (Page 8)

Body and cowl must be metal, carbon fiber, or fiberglass. Driver compartment, frame structure, roll bars, and body must be designed to prevent driver's body or limbs from contact with track surface. Subflooring, inside but independent of body, mandatory where driver's legs rest on belly pan or chassis. Front overhang not to exceed 30 inches, measured from centerline of front spindle to forwardmost point of car.

Enclosed driver's compartment (canopy) prohibited. Ground effects of any description prohibited. Ground effects include but are not limited to rocker skirts, belly pans, sheet metal work under the body that produces a "tunnel" for the passage of air, etc. Air deflector plates located behind cockpit restricted to maximum 17 inches by 17 inches. Leading edges, fairing in or rounding off corners, etc. prohibited. Maximum 1.25-inch lip for stiffening permitted. Deflector plate may be located in front of or behind exhaust headers.

SECTION 13: TOP ALCOHOL DRAGSTER, SUPPORT GROUP: 9, FIRE EXTINGUISHER (Page 10)

Fire extinguisher system meeting SFI Spec 17.1 mandatory when driver sits behind engine(s) ~~and on rear engine cars with an enclosed cockpit~~. Must be installed per manufacturer's specifications with all gauges clearly visible. See General Regulations 9:3 for acceptable fire extinguishing agents.

SECTION 14: TOP ALCOHOL FUNNY CAR, DRIVETRAIN: 2, TRANSMISSION (Page 3)

Transmission limited to two units (three forward speeds). Converter equipped cars may deduct 50 pounds from minimum weight.

SECTION 14: TOP ALCOHOL FUNNY CAR, FRAME:4, PARACHUTE (Page 4)

Dual parachutes mandatory. Two separate shroud line mounting points mandatory with sleeved 1/2-inch-minimum grade 8 steel bolts with self-locking nuts or with nuts welded onto parachute brackets. Shroud line mounting brackets must be constructed of minimum 3/16-inch 4130 steel. Two NHRA-accepted parachute tethers are required and must be routed through each shroud line end loop and be attached using the rear end mounting bolts on each side. The mounting attachments on each end of both tethers must attach to either separate rear end mounting bolts or opposite ends of a single bolt (one under the head of the bolt and the other under the nut). ~~Tethers must be covered with a fire-resistant material.~~ NHRA-accepted parachute tethers: Amick Race Car Restraints ~~part number~~ PARA-101REV, Future Fibres FF30MLB-P-MB or Taylor Motorsports 108. When Future Fibres FF30MLB-P-MB is used only one tether is required and must be routed through each shroud line end loop and be attached using the rear end mounting bolt on each side. All tethers must be covered with a fire-resistant material. The parachute floor must be flat and may not extend more than 6 inches rearward or beyond the parachute pack, whichever is less. The measurement will be taken from the mounting point on the rear of the body. The use of a wicker is prohibited. See General Regulations 4:8.

SECTION 15: PROSTOCK MOTORCYCLE, DESIGNATION (Page 1)

PRO, preceded by motorcycle number.

Reserved for 1998 or later production stock-appearing, gas-burning, naturally aspirated motorcycles. Minimum weight at conclusion of run, including rider:

Harley-Davidson (Must be NHRA-accepted)

(up to 160 cid; ~~45- to~~ 60-degree angle, 2-valve, pushrod) – 6250 pounds
~~(up to 160 cid; 45- to 60-degree angle, 4-valve) - 640 pounds~~

NHRA-accepted American pushrod V-Twin (Must be NHRA accepted)

(up to 160 cid; ~~45- to~~ 60-degree angle, 2-valve, pushrod) - 6245 pounds

~~Harley-Davidson~~

~~(161 to 200 cid; 45-degree maximum) - 600 pounds~~

~~NHRA-accepted American pushrod V-Twin~~

~~(161 to 200 cid; 45-degree maximum) - 610 pounds~~

~~Kawasaki (92 cid) - 565 pounds~~

Kawasaki (Must be NHRA-accepted)

~~(101 up to 107 cid, 2 or 4-valve) - 575 pounds~~

~~Suzuki (92 cid) - 590 pounds~~

Suzuki (Must be NHRA-accepted)

~~(up to 107 or 101 cid, 2-valve) - 595 pounds~~

~~Suzuki (101 cid, 4-valve) - 595 pounds~~

NHRA reserves the right to adjust weights as performance dictates.

Once an engine is used in a motorcycle at an event, that engine cannot be used in another motorcycle for the duration of the event. Engine shall consist of engine cases, crankshaft, block, and cylinder heads. Cases and heads will be serialized or otherwise identified at each event.

Serial number or identification mark on cases must be visible with body removed.

Any competitor who causes an oildown while participating at an NHRA Full Throttle event will be subject to fines and penalties as outlined in Section 2 - Oildown Penalties.

SECTION 15: PROSTOCK MOTORCYCLE, ENGINE:1, CYLINDER HEAD (Page 2)

Cylinder-head casting must be manufactured by the same manufacturer as the main engine cases. NHRA-accepted aftermarket cylinder heads permitted. ~~Two spark-plugs per cylinder on all 4-valve engines permitted.~~

SECTION 15: PROSTOCK MOTORCYCLE, ENGINE:1, ENGINE (Page 2)

~~Must be of a type specifically designed and manufactured for a production motorcycle. Harley V-Twin or NHRA-accepted American pushrod V-Twin, 45-degree case only, maximum 3278cc (200 cid). NHRA-accepted aftermarket Harley-Davidson or American pushrod V-Twin engine cases with cylinder angle between 45 and 60 degrees, up to 160 cid, permitted. Kawasaki and Suzuki 4-valve engines, maximum 1655cc (101 cid). Suzuki 2-valve engines, maximum 1753cc (107 cid).~~ Contact NHRA for accepted cases. NHRA may designate specific acceptable OEM and/or aftermarket cases for specific makes of motorcycles. Only the Suzuki OEM production or NHRA-accepted engine case is permitted for use in Suzuki Pro Stock Motorcycles. Only the Kawasaki OEM

production or NHRA-accepted engine case is accepted for use in Kawasaki Pro Stock Motorcycles. Only the Harley-Davidson NHRA-accepted engine is permitted for use in Harley-Davidson [pushrod](#) Pro Stock Motorcycles. Only the ~~NHRA-accepted~~ American pushrod V-Twin [NHRA-accepted](#) engine case is accepted for use in Buell-bodied and/or NHRA-specified body combinations. Maximum permitted cylinder offset for Harley-Davidson engine and the ~~NHRA-accepted~~ American pushrod V-Twin engine is 1 inch. Modifications to main engine cases are prohibited except for repair purposes. All engines must be self-starting; plug-in electric starters permitted. Push or roller starts prohibited. NHRA-accepted aftermarket engine cases permitted.

SECTION 15: PROSTOCK MOTORCYCLE, ENGINE:1, FUEL SYSTEM (Page 2)

Artificial cooling or heating systems (i.e., cool cans, ice, Freon, etc.) prohibited. Circulating systems not part of normal fuel-pump system prohibited. Electronics, pneumatics, hydraulics, or other devices may in no way affect the fuel system, including the venting system. Gas tank lid vent hose may not go forward past steering neck. [Fuel sample must be taken directly from the fuel system.](#) No additional fuel lines allowed for fuel-check purposes. All pressurized fuel systems must use lines that are metallic, steel braided, or NHRA-accepted woven or woven-pushlock. A current list of NHRA-accepted woven or woven-pushlock fuel lines is available on NHRARacer.com.

SECTION 16: PRO STOCK, DESIGNATION, (Page 1)

PRO, preceded by car number.

Reserved for ~~2007~~ [2008](#) or later NHRA-accepted 2-door or 4-door coupe or sedan (domestic or foreign) production vehicles. Body, drivetrain, chassis, etc. may not be altered, modified, or relocated, except as outlined in Requirements & Specifications. Minimum weight at conclusion of run: 2,350 pounds, including driver. Minimum weight on the rear axle at conclusion of run: 1,090 pounds, including driver.

Once an engine is used in a vehicle at an event, that engine cannot be used in another vehicle for the duration of the event. Engine shall consist of short block and heads, and will be serialized or otherwise identified at each event.

Any competitor who causes an oildown while participating at an NHRA Full Throttle event will be subject to fines and penalties as outlined in Section 2 - Oildown Penalties.

SECTION 16: PRO STOCK, BRAKES AND SUSPENSION: 3, SUSPENSION (3RD Paragraph) (Page 4)

provided all adjustment settings/changes are preset before the run. All shocks systems must be NHRA-accepted. Only 1 three-wire shielded cable connection is permitted from the top of the shock/strut to the shock/strut controller. Electrical

connections of any other kind to or from the shock/strut prohibited. Shock/strut travel sensors permitted, but may ONLY be connected to the vehicle data recorder. Shock/strut control boxes that have connections for travel sensors must have the pin removed from the connector. Connection to serial port on control box prohibited once car reaches the ready line. All wiring must be visible and easily traceable for technical inspector. Control boxes must be NHRA-accepted. Accepted boxes are the old Koni, the Koni/MSD, Koni/Ness, and the Koni/JBRC. ~~Bottom of s~~Shock/strut may have a maximum of three air lines connected to an air bottle. See General Regulations 3:4.

SECTION 16: PRO STOCK, SUPPORT GROUP:9, ACCIDENT DATA RECORDER (Page 10)

~~Properly installed and operational Delphi Accident Data Recorder (part number MS0148) required. The Delphi Accident Data Recorder must be installed per the manufacturer's instructions. Modification of, or tampering with, the Delphi Accident Data Recorder prohibited.~~

SECTION 16: PRO STOCK, SUPPORT GROUP:9, EVENT DATA RECORDER (Page 10)

Properly installed and operational PRC Systems Event Data Recorder (part number EDR1.0) and PRC Systems Wire Assembly (part number WA1.0) mandatory. The PRC Systems Event Data Recorder and Wire Assembly must be installed per the manufacturer's instructions. Modification of or tampering with the PRC Event Data Recorder and Wire Assembly prohibited.

SECTION 16: PRO STOCK, SUPPORT GROUP 9: SHUTOFF DEVICE (Page 10)

Properly installed and operational Electrimotion Pro Stock Shutoff Controller Kit (RF001PS) mandatory. The Electrimotion Pro Stock Shutoff Controller Kit must be properly installed per the manufacturer's instructions. Modification or tampering with the Electrimotion Pro Stock Shutoff Controller Kit prohibited.

SECTION 17: FUNNY CAR, ENGINE:1, SUPERCHARGER (Page 2)

Restricted to Roots-type supercharger, rotor helix angle not to exceed that of a standard 71-series GM-type rotor. Turbocharger and/or centrifugal supercharger prohibited. Maximum size: 14-71, 22 ~~4/45/16~~-inch case length, 11 1/4-inch case width, 19-inch rotor length; maximum rotor diameter: 5.840 inches including fixed stripping. The top opening may not exceed 11.750 inches in length or 4.600 inches in width. The case must be one piece with removable front and rear bearing end plates; rotor must be contained within one-piece case. Inlet/outlet cavity restricted to maximum 1 inch, measuring from face of bearing plate to the back of the cavity. Spacer or components between top of supercharger case and bottom of hat restricted to 2-inch maximum. Spacer and components may be constructed of aluminum or composite materials only. Variable multi-speed supercharger devices prohibited. Supercharger restraint system meeting SFI Spec 14.3 mandatory. Supercharger restraint straps must be covered with a fire-

resistant material. Manifold burst panel(s) meeting SFI Spec 23.1 mandatory. If single panel is used, total area of rupture disk must equal or exceed 10 square inches. If multiple panels are used, total area of rupture disks must equal or exceed 12 square inches. Panels may be installed in the front and back, or on each side, of manifold. Only one panel per opening permitted. "Doubling" or "tandem" panel installations prohibited. See General Regulations 1:10, 1:11.

SECTION 17:FUNNY CAR, FRAME:4, PARACHUTE (Page 6)

Dual parachutes mandatory. Two separate shroud line mounting points mandatory with sleeved 1/2-inch-minimum Grade 8 steel bolts with self-locking nuts or with nuts welded onto parachute brackets. Shroud line mounting brackets must be constructed of minimum 3/16-inch 4130 steel or titanium. Shroud lines must be covered with 1/16-inch-thick leather or NHRA-accepted material from mounting point into the pack. Two NHRA-accepted parachute tethers are required and must be routed through each shroud line end loop and be attached using the rear end mounting bolt(s) on each side. The mounting attachments on each end of both tethers must attach to either separate rear end mounting bolts or opposite ends of a single bolt (one under the head of the bolt and the other under the nut). ~~Tethers must be covered with a fire-resistant material.~~ NHRA-accepted parachute tethers: Amick Race Car Restraints ~~part number~~ PARA-101REV1, [Future Fibres FF30MLB-P-MB](#) or Taylor Motorsports 108. [When Future Fibres FF30MLB-P-MB is used only one tether is required and must be routed through each shroud line end loop and be attached using the rear end mounting bolt on each side. All tethers must be covered with a fire-resistant material.](#) Two separate release cables mandatory. Parachute mounting box must be NHRA- accepted prior to competition. The parachute floor must be flat and may not extend more than 6 inches rearward or beyond the parachute pack, whichever is less. The measurement will be taken from the mounting point on the rear of the body. The use of a wicker prohibited. See General Regulations 4:8.

SECTION 17:FUNNY CAR, SUPPORT GROUP:9, ~~ACCIDENT DATA RECORDER~~ (Page 12)

~~Properly installed and operational Ford Accident Data Recorder (part number MS0148) required. The Ford Accident Data Recorder must be installed per the manufacturer's instructions. Modification of or tampering with the Ford Accident Data Recorder prohibited.~~

SECTION 17: FUNNY CAR, SUPPORT GROUP:9, [EVENT DATA RECORDER](#) (Page 12)

[Properly installed and operational PRC Systems Event Data Recorder \(part number EDR1.0\) and PRC Systems Wire Assembly \(part number WA1.0\) mandatory. The PRC Systems Event Data Recorder and Wire Assembly must be installed per the manufacturer's instructions. Modification of or tampering with the PRC Event Data Recorder and Wire Assembly prohibited.](#)

SECTION 17: FUNNY CAR, SUPPORT GROUP:9, SHUTOFF DEVICE (Page 12)

Properly installed and operational Electrimotion Funny Car Safety Shutoff Controller Kit (part number SB001FC or SB002FC) and Electrimotion Shutoff Receiver (part number RF001) mandatory. The Electrimotion Funny Car Safety Shutoff Controller Kit must be installed per the manufacturer's instructions. Modification of or tampering with the Electrimotion Funny Car Safety Shutoff Controller Kit prohibited. [The activation of the system over-ride switch by any means other than parachute deployment is prohibited.](#)

SECTION 18:TOP FUEL DRAGSTER, ENGINE:1, SUPERCHARGER (Page 2)

Restricted to Roots-type supercharger, rotor helix angle not to exceed that of a standard 71-series GM-type rotor. Turbocharger and/or centrifugal supercharger prohibited. Maximum size: 14-71, 22 ~~4~~⁴~~5~~⁵/~~16~~¹⁶-inch case length, 11 1/4-inch case width, 19-inch rotor length; maximum rotor diameter: 5.840 inches including fixed stripping. The top opening may not exceed 11.750 inches in length or 4.600 inches in width. The case must be one piece with removable front and rear bearing end plates; rotor must be contained within one-piece case. Inlet/outlet cavity restricted to maximum 1 inch, measuring from face of bearing plate to the back of the cavity. Spacer or components between top of supercharger case and bottom of hat restricted to 2-inch maximum. Spacer and components may be constructed of aluminum or composite materials only. Variable multi-speed supercharger devices prohibited. Supercharger restraint system meeting SFI Spec 14.3 mandatory. Supercharger restraint straps must be covered with a fire-resistant material. Manifold burst panel(s) meeting SFI Spec 23.1 mandatory. If single panel is used, total area of rupture disk must equal or exceed 10 square inches. If multiple panels are used, total area of rupture disks must equal or exceed 12 square inches Panels may be installed in the front and back, or on each side, of manifold. Only one panel per opening permitted. "Doubling" or "tandem" panel installations prohibited. See General Regulations 1:10, 1:11.

SECTION 18: TOP FUEL DRAGSTER, FRAME: 4, PARACHUTE (Page 6)

Dual parachutes mandatory. Two separate shroud line mounting points mandatory with sleeved 1/2-inch-minimum grade 8 steel bolts with self-locking nuts or with nuts welded onto parachute brackets. Shroud line mounting brackets must be constructed of minimum 3/16-inch 4130 steel or titanium. Shroud lines must be covered with 1/16-inch-thick leather or NHRA-accepted material from mounting point into the pack. Two NHRA-accepted parachute tethers are required and must be routed through each shroud line end loop and be attached using the rear end mounting bolts on each side. The mounting attachments on each end of both tethers must attach to either separate rear end mounting bolts or opposite ends of a single bolt (one under the head of the bolt and the other under the nut). ~~Tethers must be covered with a fire-resistant material.~~ NHRA-accepted parachute tethers: Amick Race Car Restraints ~~part number~~ PARA-101REV1, [Future Fibres FF30MLB-P-MB](#) or Taylor Motorsports 108. [When Future Fibres FF30MLB-P-MB is used only one tether is required and must be](#)

routed through each shroud line end loop and be attached using the rear end mounting bolt on each side. All tethers must be covered with a fire-resistant material. Two separate release cables mandatory. See WINGS & SUPPORTS. See General Regulations 4:8.

SECTION 18: TOP FUEL DRAGSTER, BODY: 7, CANOPY, (Page 8)

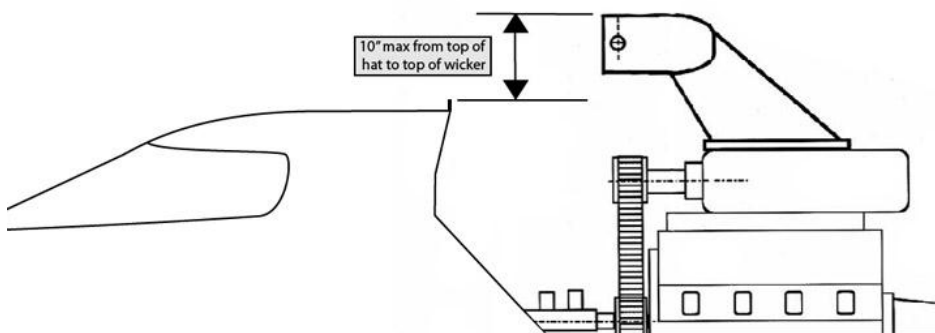
Aerodine Top Fuel canopy (consisting of ACG12A132 Top Fuel Canopy Composite Assembly and ACG12A133 Top Fuel Canopy Mechanical/Mounting Kit) permitted. Canopy must be installed per manufacturer's instructions.

Any car with a canopy must have a fresh air system, Fresh air system must be manufactured and installed by the original helmet manufacturer or with written authorization of the original helmet manufacturer. Helmet must meet applicable SFI and/or Snell specs with fresh air system installed. Compressed air only. Air can be supplied on demand or by constant pressure (see General Regulations 9:8).

Any car with a canopy must have a NHRA-accepted 5 pound fire extinguishing system meeting SFI Spec 17.1. Must be installed per manufacturer's specifications with all gauges clearly visible. Fire bottle activation cables must be installed inside framerail where cables pass engine/bellhousing area. Fire-bottle mounting brackets must be constructed of aluminum or steel. Carbon-fiber bottles prohibited. See General Regulations 9:3.

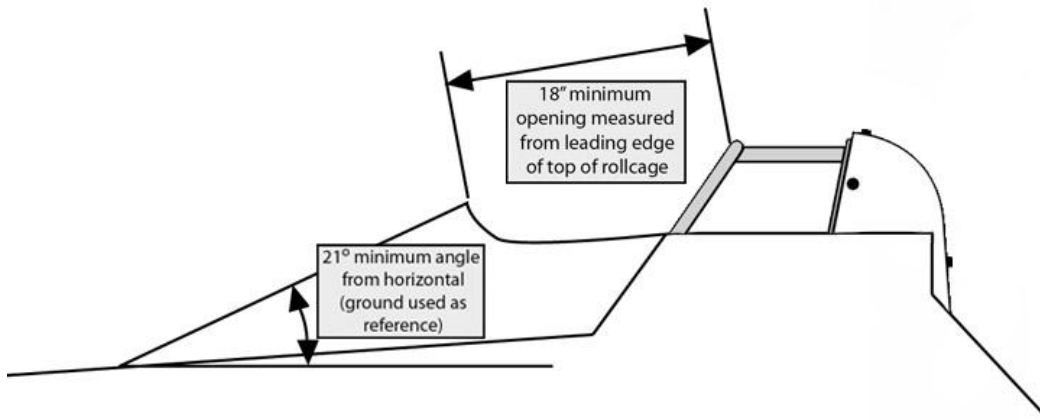
Punch-out fire window score lines may not be covered by vinyl covering. Punch out panels must be well marked and visible at night.

Relationship of injector hat to canopy wicker bill must meet requirements shown in the accompanying figure.



SECTION 18: TOP FUEL DRAGSTER, BODY:7 WINDSCREEN (Page 8)

Mandatory. The windscreen or deflector must be designed to 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. The windscreen/deflector should be as high as possible without restricting the driver's vision. [Windscreen minimum angle and opening must meet requirements shown in the accompanying figure.](#) See General Regulations 7:7.



SECTION 18:TOP FUEL DRAGSTER, SUPPORT GROUP:9, ~~ACCIDENT DATA RECORDER~~ (Page 9)

~~Properly installed and operational Ford Accident Data Recorder (part number MS0148) required. The Ford Accident Data Recorder must be installed per the manufacturer's instructions. Modification of or tampering with the Ford Accident Data Recorder prohibited.~~

SECTION 18: TOP FUEL DRAGSTER, SUPPORT GROUP:9, [EVENT DATA RECORDER](#) (Page 9)

[Properly installed and operational PRC Systems Event Data Recorder \(part number EDR1.0\) and PRC Systems Wire Assembly \(part number WA1.0\) mandatory. The PRC Systems Event Data Recorder and Wire Assembly must be installed per the manufacturer's instructions. Modification of or tampering with the PRC Event Data Recorder and Wire Assembly prohibited.](#)

SECTION 18: TOP FUEL DRAGSTER, SUPPORT GROUP:9, SHUTOFF DEVICE (Page 9)

Properly installed and operational Electrimotion Top Fuel Safety Shutoff Controller Kit (part number SB001TF or SB002TF) and Electrimotion Shutoff Receiver (part number RF001) mandatory. The Electrimotion Top Fuel Safety Shutoff Controller Kit must be installed per the manufacturer's instructions. Modification of or tampering with the Electrimotion Top Fuel Safety Shutoff Controller Kit prohibited. [The activation of the system over-ride switch by any means other than parachute deployment is prohibited.](#)

SECTION 20: GENERAL REGULATIONS, ENGINE:1, 1:3 EXHAUST (Page 3)

All cars must be equipped with exhaust collectors, headers, or stacks installed to direct exhaust out of car 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 collectors/stacks must be securely fastened (i.e., metal connector straps, bolted, welded, etc.) to prevent loss of collector/stacks during competition. Flexible tubing or "flex pipe" prohibited in all categories. If mufflers are used, they must be securely attached to exhaust system and car 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.

SECTION 20: GENERAL REGULATIONS, ENGINE, 1:5 FUEL SYSTEMS, Tanks (Page 4)

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.

SECTION 20: GENERAL REGULATIONS, DRIVETRAIN:2, 2:14 TRANSMISSION, Automatic/NHRA Accepted (Page 15)

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).

SECTION 20: GENERAL REGULATIONS, BRAKES AND SUSPENSION, 3:4 SUSPENSION (Page 16)

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.

SECTION 20: GENERAL REGULATIONS, FRAME: 4, 4:3 GROUND CLEARANCE (Page 18)

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 by 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 further forward than the body or bumper and must also satisfy the 3-inch ground clearance requirement.

SECTION 20: GENERAL REGULATIONS, FRAME: 4, 4:8 PARACHUTES (Page 18)

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. Tech inspectors may observe the proper operation of the parachute and inspect for worn or frayed lines, ripped or torn 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. 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. 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. The use of ball-lock pins for parachute mounting prohibited. See Class Requirements regarding use of two parachutes. Such applications require separate shroud-line mounting points for each parachute system.

SECTION 20: GENERAL REGULATIONS, TIRES & WHEELS: 5, 5.1 TIRES (Page 28)

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. Chemically treating ~~or~~ and physically altering (i.e. e.g. lightning etc.) a tire in any manner is prohibited ~~by anyone other than~~ unless such treatment or alteration is performed by the original manufacturer.

SECTION 20: GENERAL REGULATIONS, WINDOW NET: 6:3 (Page 29)

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 ~~by manufacturer~~ per manufacturer's instructions, prohibited. Any other modification to net must be performed by manufacturer.

SECTION 20: GENERAL REGULATIONS, SUPPORT GROUP: 9, 9:2 DATA RECORDERS (Page 35)

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. Data recorder may not be activated by the throttle, clutch, brake, mechanisms, etc., nor by the Christmas Tree, radio transmitters, sensing of wheel speed, inertia, laser device, or transmission of track position. Other than data recording functions built into NHRA accepted ignition systems that start data acquisition automatically, all ~~The~~ data recorders must be activated by a separate switch that requires a separate action (with respect to all other devices) by the driver or crewperson. The switch may neither be connected to nor be incorporated into any other device or component. 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. For non-OEM data recorder applications, the transmission or display of any vehicle performance data gathered or processed by the data recorder, to the driver or any remote location, during the run, is prohibited. Data may be reviewed (printout, replay, etc.) only after the run.

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.

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 Full Throttle 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. Contact NHRA Technical Department for a list of accepted data loggers.

SECTION 20: GENERAL REGULATIONS, 9:15: CAMERAS (Page 38)

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 the enclosed driver's compartment of a full-bodied door car, anywhere on any open-bodied car (including FC, TAFC, and Competition Eliminator and E.T. Funny Car-type Altered bodies), and anywhere on any car 7.49 (*4.49) seconds or quicker, 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.

SECTION 20: GENERAL REGULATIONS, DRIVER:10, 10:5: DRIVER RESTRAINTS SYSTEMS (Page 40)

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.) ~~A 3-inch SFI Spec 16.5 driver restraint system is also acceptable wherever an SFI Spec 16.1 is mandatory or permitted.~~ 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

Note: Illustration found in 2012 Rulebook will remain here.

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. ~~Only units that release all attachment points in one motion are permitted.~~ 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 framerails. Under no circumstances are bolts inserted through belt webbing permitted for mounting. ~~Check manufacturer's instructions.~~

SECTION 20: GENERAL REGULATIONS, DRIVER:10, 10:7 HELMET (Page 42)

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

- SFI Spec 31.1A = Snell SA, open-face helmet
- SFI Spec 31.2A = Snell SA full-face helmet
- SFI Spec 41.1A = Snell M or K open-face helmet
- SFI Spec 41.2A = Snell M or K full-face helmet

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 ~~SA2000, M2000~~, SA2005, K2005, M2005, SA2010, SAH2010, K2010, M2010, or SFI 31.1A, 31.2A, 31.1/2005, 41.1A, 41.2A, or 41.1/2005 Specs. Drivers in supercharged, front-engine, open-bodied cars and Funny Cars must wear a helmet meeting Snell ~~SA2000~~, SA2005, SA2010, SAH2010, or SFI 31.1A, 31.2A, or 31.1/2005 Specs. See Class Requirements.

NHRA Helmet Expiration Dates

Label	Expires	Label	Expires
Snell 2000	1/1/2012	SFI 41.1A	1/1/2014
Snell 2005	1/1/2017	SFI 41.2A	1/1/2014
Snell 2010	1/1/2022	SFI 31.1/2005	1/1/2017
SFI 31.1A	1/1/2014	SFI 41.1/2005	1/1/2017
SFI 31.2A	1/1/2014	SFI 24.1 (JDRL only)	1/1/2015
		SFI 24.1/2005 (<u>JDRL only</u>)	1/1/2017
		<u>Snell CMR 2007 (JDRL only)</u>	<u>1/1/2019</u>
		<u>Snell CMS 2007 (JDRL only)</u>	<u>1/1/2019</u>

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 nonstructural 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.