2010 NHRA Rule Amendments

As of October 26, 2009

Effective January 1, 2010

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2010 NHRA Rule Amendments

Note:
Additions are Blue underline
Deletions are ~~Red strikethrough~~

NHRA STREET LEGAL PRESENTED BY AAA

Page 13
5th paragraph
Requirements and specifications for Street Legal are the same as those for the Summit Racing Series ~~with the exceptions as noted in the Street Legal Rules Supplement.~~ To obtain a copy of the ~~supplement~~ rulebook, contact your local NHRA member track or NHRA division office.

SECTION – 3 POINTS AND RELATED PROGRAMS

Page 49-50
NHRA FULL THROTTLE DRAG RACING SERIES
The NHRA Full Throttle Drag Racing Series consists of a nine-month season of national events. The season begins with the Kragen O'Reilly NHRA Winternationals and concludes with the Automobile Club of Southern California NHRA Finals.

National Events: The premier series of NHRA races features the professional categories of racing and the NHRA Lucas Oil Drag Racing Series classes. The national event tour begins each February in Pomona, Calif., and visits more than 20 sites throughout the United States, winding its way back to Pomona in November.

Contestants in each of the Professional racing categories compete for the NHRA Full Throttle Drag Racing Series world championship title on the basis of total points earned at NHRA national events.

NHRA NATIONAL EVENTS

Winner 100
Runner-up. 80
Third-round loser 60
Second-round loser 40
First-round loser 20

Additional points are awarded at national events as follows:

10 points to all contestants — one qualifying run required.
20 points for establishing an official e.t. record.

Performance bonus points are awarded for each qualifying session as follows

Low e.t. of each session..... 3
2nd quickest 2

3rd quickest..... 1

Performance bonus points WILL NOT be awarded for any session unable to be completed.

Qualifying positions earn points as follows:

1st 8
2nd 7
3rd. 6
4th. 5
5th & 6th 4
7th & 8th 3
9th through 12th 2
13th through 16th 1

For tiebreaker procedures, contact the NHRA Competition Department.

Page 51-52
SPECIALITY PROFESSIONAL POINTS SERIES
Points toward specialty series events (K&N Horsepower Challenge ~~or Ringers Gloves Pro Bike Battle~~) 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	
	No. 8.....125	No. 16..... 85	

All specialty series participants must display the appropriate decal with unaltered logo, as provided by series sponsor, at all times. If a facsimile is painted on the vehicle (instead of applying the decal), it must be the same size, likeness, and color of the approved series decal and logo authorized by series sponsor. Decal must be displayed prominently.

On Pro Stockers, the decal MUST be placed:
a) on each side of the front fender in front of the front tire
b) on each side of the hood scoop

~~On Pro Stock Motorcycles, the decal MUST be placed:~~
~~a) on each side of the wheelie bar panel~~
~~b) on each side of the front fairing in front of the foot peg~~

SECTION 4 – NHRA SUMMIT RACING SERIES

Page 64-65
Section 4A – Super Pro, Pro, Sportsman
DRIVER: 10
HELMET
For all 10.00 to 13.99 closed-bodied cars, either an open-face or a full-face Snell M2000, M2005, M2010, K2005, SA2000, SA2005, SFI 31.1A, 31.1/2005, 31.2A, 41.1A, 41.1/2005, or 41.2A helmet with or without a shield is mandatory ~~required~~.

For all 10.00 and slower dune-buggy-type vehicles and all 10.00 to 13.99 open-bodied front-engine or rear-engine supercharged, turbocharged, nitrous, or naturally aspirated cars, a full-face Snell M2000, M2005, M2010, K2005, SA2000, SA2005, SFI 31.2A, or 41.2A helmet and shield mandatory (goggles prohibited).

For all 9.99 and quicker closed-bodied cars, a full-face Snell M2000, M2005, M2010, K2005, SA2000, SA2005, SFI 31.2A, or 41.2A helmet mandatory; shield permitted (goggles prohibited).

For all 9.99 and quicker open-bodied front-engine or rear-engine supercharged, turbocharged, or nitrous cars, a full-face Snell SA2000, SA2005, or SFI 31.2A helmet and shield mandatory (goggles prohibited).

For all 9.99 or quicker open-bodied front-engine or rear-engine naturally aspirated cars, a full-face Snell M2000, M2005, M2010, K2005, SA2000, SA2005, SFI 31.2A, or 41.2A helmet and shield mandatory (goggles prohibited). See General Regulations 10:7.

Page 67
Section 4B – Advanced E.T.
FRAME: 4
ROLL CAGE
The following SFI Chassis Specs are effective for all new chassis and for all current chassis at next recertification: full-bodied cars must meet SFI Spec 25.1E, ~~or~~ 25.2, or 25.3; Funny Cars and open-bodied altered cars must meet SFI Spec 10.1E or 10.2. All front-engine dragsters must meet SFI Spec 2.2B or 2.4B. All rear-engine dragsters must meet SFI Spec 2.1 or 2.5B. Chassis must be recertified every three years by NHRA and have a serialized sticker affixed to cage before participation. Plating of chassis prohibited on any vehicle manufactured after Jan. 1, 1999; painting permitted. Roll-cage padding meeting SFI Spec 45.1 mandatory anywhere driver's helmet may come in contact with roll-cage components. See General Regulations 4:1.

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DRIVER: 10
HELMET
For all closed-bodied cars, a full-face Snell M2000, M2005, M2010, K2005, SA2000, SA2005, SFI 31.2A, or 41.2A helmet mandatory; shield mandatory (goggles prohibited).

For all open-bodied front-engine or rear-engine supercharged, turbocharged, or nitrous cars, a full-face Snell SA2000, SA2005, or SFI 31.2A helmet and shield mandatory (goggles prohibited).

For all open-bodied naturally aspirated gasoline- or methanol-burning cars, a full-face Snell M2000, M2005, M2010, K2005, SA2000, SA2005, SFI 31.2A, or 41.2A helmet and shield mandatory (goggles prohibited). See General Regulations 10:7.

Page 68-69
PROTECTIVE CLOTHING
DELETE:
~~**Front-engine, supercharged or turbocharged full-bodied car, OR any car with an automatic transmission in driver compartment (no floor covering transmission):** Jacket and pants or suit meeting SFI Spec 3.2A/15, gloves meeting SFI Spec 3.3/5, and boots or shoes meeting SFI Spec 3.3/5 mandatory.~~

~~**Front-engine, supercharged or turbocharged open-bodied car:** Jacket and pants or suit meeting SFI Spec 3.2A/20, gloves meeting SFI Spec 3.3/15, and boots or shoes meeting SFI Spec 3.3/15 mandatory.~~

~~**Front-engine, open-bodied car equipped with nitrous oxide or alcohol:** Jacket and pants meeting SFI Spec 3.2A/15, gloves and boots or shoes meeting SFI Spec 3.3/5.~~

~~**Full-bodied car equipped with nitrous oxide without a full .024-inch steel firewall:** Jacket and pants or suit meeting SFI 3.2A/15, gloves meeting 3.3/5, and boots or shoes meeting SFI Spec 3.3/5 mandatory.~~

~~**Full-bodied car equipped with nitrous oxide or alcohol with a full .024-inch steel firewall:** Jacket and pants meeting SFI Spec 3.2A/5 and gloves/shoes meeting SFI Spec 3.3/1.~~

~~**Rear-engine car equipped with nitrous oxide or turbocharged or supercharged:** Jacket and pants meeting SFI Spec 3.2A/15, gloves and boots or shoes meeting SFI Spec 3.3/5.~~

~~**Naturally aspirated, i.e., all others:** Jacket and pants meeting SFI Spec 3.2A/5 and gloves meeting SFI Spec 3.3/1.~~

~~An SFI 3.3 head sock or SFI 3.3 skirted helmet is required on all open-bodied cars or all cars 7.49 and quicker, where a neck collar is not used. See General Regulations 10:10.~~

~~***Beginning Jan. 1, 2010, all drivers in this class will be required to wear a jacket and pants or suit meeting SFI Spec 3.2A/15, except front-engine, supercharged or turbocharged open-bodied cars, which will continue to be required to wear a jacket and pants or suit meeting SFI Spec 3.2A/20.***~~

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

Page 70
Section 4C – Top Sportsman
ENGINE: 1
FUEL
~~NHRA-accepted~~ racing gasoline, gasoline, alcohol, gasohol, ethanol, diesel permitted. Nitromethane and propylene oxide prohibited.

Page 72
FRAME: 4
CHASSIS
All cars must use a full frame that meets SFI Spec 25.1E, ~~or SFI Spec.~~ 25.2, or 25.3 that run 7.499 and quicker. Cars running 7.50 and slower must meet applicable SFI Specification (25.1E, 25.2, 25.4, or 25.5) for body/chassis design. Must have current NHRA serialized sticker affixed to the cage before participation.

Page 74
DRIVER: 10
HELMET
Full-face helmet meeting Snell M2000, M2005, M2010, SA2000, SA2005, SFI 31.2A, or 41.2A mandatory; shield mandatory (goggles prohibited). See General Regulations 10:7.

Page 75
PROTECTIVE CLOTHING
DELETE:
~~Protective clothing must meet following minimum requirements for specified vehicle and engine combinations. ; however, must be used with SFI Spec 3.3 head sock or SFI Spec 3.3 skirted helmet.~~

~~**Supercharged or turbocharged cars:** Jacket and pants or suit meeting SFI 3.2A/15, gloves meeting 3.3/5, and boots or shoes meeting 3.3/5 mandatory.~~

~~**Nitrous oxide equipped cars without a full .024-inch minimum steel firewall:** Jacket and pants or suit meeting SFI 3.2A/15, gloves meeting 3.3/5, and boots or shoes meeting SFI Spec 3.3/5 mandatory.~~

~~**Nitrous oxide equipped cars with a full .024-inch minimum steel firewall:** Jacket and pants or suit meeting SFI 3.2A/5, gloves meeting 3.3/5, and boots or shoes meeting SFI Spec 3.3/5 mandatory.~~

~~**Naturally aspirated, i.e., all others:** Jacket and pants or suit meeting SFI Spec 3.2A/5, gloves meeting SFI Spec 3.3/5, and boots or shoes meeting SFI Spec 3.3/5.~~

~~***Beginning Jan. 1, 2010, all drivers in this class will be required to wear a jacket and pants or suit meeting SFI Spec 3.2A/15.***~~

ADD:

Jacket and pants or suit meeting SFI Spec 3.2A/15, gloves meeting SFI Spec 3.3/5, and boots or shoes meeting SFI Spec 3.3/5 mandatory. See General Regulations 10:10.

Page 78
Section 4D – Top Dragster
DRIVER: 10
HELMET

For all open-bodied naturally aspirated gasoline- or methanol-burning cars, a full-face Snell M2000, M2005, M2010, K2005, SA2000, SA2005, SFI 31.2A or 41.2A mandatory; shield mandatory (goggles prohibited). See General Regulations 10:7.

For all open-bodied front-engine or rear-engine supercharged, turbocharged, or nitrous cars, a full-face Snell SA2000, SA2005, or SFI 31.2A helmet and shield mandatory (goggles prohibited).

Page 78
~~**PROTECTIVE CLOTHING REQUIREMENTS**~~
DELETE:

~~Protective clothing must meet following minimum requirements for specified vehicle and engine combinations.~~

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

~~**Front engine, supercharged or turbocharged:** Jacket and pants or suit meeting SFI Spec 3.2A/20, gloves meeting SFI Spec 3.3/15 and boots meeting SFI Spec 3.3/15 mandatory.~~

~~**Front-engine with nitrous oxide or naturally aspirated using alcohol:** Jacket and pants meeting SFI Spec 3.2A/15, gloves meeting SFI Spec 3.3/5, and boots or shoes meeting SFI Spec 3.3/5 mandatory.~~

~~**Rear-engine supercharged or turbocharged or equipped with nitrous oxide:** Jacket and pants or suit meeting SFI Spec 3.2A/15 gloves meeting SFI Spec 3.3/5 and boots or shoes meeting SFI Spec 3.3/5 mandatory.~~

~~**Naturally aspirated, i.e. all others:** Jacket and pants or suit meeting SFI Spec 3.2A/5 and gloves meeting 3.3/5, and boots or shoes meeting SFI 3.3/5.~~

~~***Beginning Jan. 1, 2010, all drivers in this class will be required to wear a jacket and pants or suit meeting SFI Spec 3.2A/15, except front-engine, supercharged or turbocharged cars, which will continue to be required to wear a jacket and pants or suit meeting SFI Spec 3.2A/20.***~~

ADD:
PROTECTIVE CLOTHING
Jacket and pants or suit meeting SFI Spec 3.2A/15, gloves meeting SFI Spec 3.3/5, and boots or shoes meeting SFI Spec 3.3/5 mandatory, except front-engine, supercharged or turbocharged open-bodied car: Jacket and pants or suit meeting SFI Spec 3.2A/20, gloves meeting SFI Spec 3.3/15, and boots or shoes meeting SFI Spec 3.3/15 mandatory. See General Regulations 10:10.

Page 81
Section 4E – E.T. Motorcycle
RIDER: 10
HELMET
Full-face Snell M2000, M2005, M2010, K2005, SA2000, SA2005, SFI 31.2A, or 41.2A helmet mandatory; shield mandatory (goggles prohibited). See General Regulations 10:7.

Page 81
PROTECTIVE CLOTHING
Full all-leathers or SFI Spec 40.1/2 suit mandatory on motorcycles running 120 mph or faster. Two-piece suits must be joined together with a zipper at the waist. SFI Spec 40.1/1 or 40.1/2 suit or leather jacket, leather boots/shoes above the ankle, and leather gloves are mandatory on ALL motorcycles. Gloves must be Kevlar-lined or equipped with slide buttons. See General Regulations 10:10

Page 85
Section 4G – E.T. Snowmobile
RIDER: 10
HELMET

Full-face Snell M2000, M2005, M2010, K2005, SA2000, SA2005, SFI 31.2A, or 41.2A helmet mandatory; shield mandatory (goggles prohibited). See General Regulations 10:7.

Page 85
PROTECTIVE CLOTHING
Full all-leathers or SFI Spec 40.1/2 suit mandatory for snowmobiles running 120 mph or faster. Two-piece suits must be joined at the waist with a zipper. Jacket and pants or suit meeting SFI Spec 40.1/1 or 40.1/2 (or leather jacket), leather boots/shoes above the ankle, and leather gloves mandatory. Gloves must be Kevlar-lined or equipped with slide buttons. See General Regulations 10:10.

Page 87
Section 4H – All Terrain Vehicle
RIDER: 10
HELMET
Full-face Snell M2000, M2005, M2010, K2005, SA2000, SA2005, SFI 31.2A, or 41.2A helmet mandatory; shield mandatory (goggles prohibited). See General Regulations 10:7.

Page 87
PROTECTIVE CLOTHING
Full all-leather or SFI Spec 40.1/2 suit mandatory for All-Terrain Vehicles running 120 mph or faster. Two-piece suits must be joined at the waist with a zipper. Jacket and pants or suit meeting SFI Spec 40.1/1 or 40.1/2 (or leather jacket), leather boots/shoes above the ankle, and leather gloves mandatory. Gloves must be Kevlar-lined or equipped with slide buttons. See General Regulations 10:10.

SECTION 5 – SUPER STREET

Page 92
ENGINE: 1
SUPERCHARGER, TURBOCHARGER
Permitted only when racing gasoline, gasoline, diesel, or alcohol is used as fuel. Restricted to standard Roots-type, centrifugal, or OEM-type Screw supercharger. SFI Spec 14.1 restraints mandatory with Roots-type supercharger when alcohol is used as a fuel. See General Regulations 1:10.

Page 97
DRIVER: 10
HELMET
For all closed-bodied cars, an open-face or a full-face Snell M2000, M2005, M2010, K2005, SA2000, SA2005, SFI 31.2A, or 41.2A helmet mandatory; shield permitted (goggles prohibited).

For all open-bodied supercharged, turbocharged, or naturally aspirated cars, a full-face Snell M2000, M2005, M2010, K2005, SA2000, SA2005, SFI 31.2A, or 41.2A helmet and shield mandatory (goggles prohibited). See General Regulations 10:7.

Page 97
PROTECTIVE CLOTHING
Jacket and pants or suit meeting SFI Spec 3.2A/1 mandatory. Driver of any car faster than 135 mph, jacket and pants meeting SFI Spec 3.2A/5 and gloves meeting SFI Spec 3.3/1 mandatory. Exception: SFI Spec 3.2A/15 suit, 3.3/5 gloves, and 3.3/5 boots/shoes mandatory in supercharged or turbocharged, front-engine, open-bodied cars or when automatic transmission is located in driver compartment. For all open-bodied cars where the driver does not use an SFI 3.3 neck collar (driver who uses head and neck restraint system only), an SFI 3.3 head sock or SFI 3.3 skirted helmet mandatory. See General Regulations 10:10.

SECTION 6 – SUPER GAS

Page 99
DRIVER: 10
HELMET
For all closed-bodied cars, a full-face Snell M2000, M2005, M2010, K2005, SA2000, SA2005, SFI 31.2A, or 41.2A helmet mandatory; shield permitted (goggles prohibited).

For all open-bodied supercharged or turbocharged cars, a full-face Snell SA2000, SA2005, or SFI 31.2A helmet and shield mandatory (goggles prohibited).

For all open-bodied, naturally aspirated gasoline- or methanol-burning cars, a full-face Snell M2000, M2005, M2010, K2005, SA2000, SA2005, SFI 31.2A, or 41.2A helmet and shield mandatory (goggles prohibited). See General Regulations 10:7.

SECTION 8 – STOCK

Page 104
Section 8A - Stock
ENGINE: 1
CYLINDER HEADS
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.NHRA.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. ~~Final decision at the discretion of the Technical Services Department.~~ 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 ~~at the discretion of NHRA Technical Services Department~~. Intake side of head may not be cut into any part of valve cover bolt holes. 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, bronzewall valve guides. Valve spring umbrellas optional. Cylinder head may have all of the seats replaced. Any valve job permitted, O-ringing prohibited. Exhaust plates prohibited.

Page 106
ADD:
TURBOCHARGERS
Turbocharger size will be verified by measuring the housing bore at the leading edge of the impeller wheel. The maximum diameter of the housing bore at the leading edge of the wheel may not exceed 2mm more than the maximum allowable turbocharger size permitted.

Page 111
ELECTRICAL: 8
DISTRIBUTOR
Any battery-operated, stock-type ignition permitted. Crank trigger systems prohibited unless OEM distributorless ignition. Distributorless ignition must retain OEM number of coils. See General Regulations 8:3.

Page 112
DRIVER: 10
HELMET
For all 10.00 and slower cars, either an open-face or a full-face Snell M2000, M2005, M2010, K2005, SA2000, SA2005, SFI 31.2A, or 41.2A helmet mandatory; shield permitted (goggles prohibited).

For all 9.99 and quicker cars, a full-face Snell M2000, M2005, M2010, K2005, SA2000, SA2005, SFI 31.2A, or 41.2A helmet mandatory; shield permitted (goggles prohibited). See General Regulations 10:7.

SECTION 9 – SUPER STOCK

Page 114
Section 9A – Super Stock
ENGINE: 1
CONNECTING RODS
Stock OEM or NHRA-accepted aftermarket rods permitted. Aftermarket rods ~~will be of same or greater weight as original~~ may be up to 2% lighter than listed minimum weight, and must be original length. Accepted replacements are published in National Dragster and on NHRA.com. Grinding and polishing permitted on beams only. Shot-peening of connecting rods permitted. Length must be stock +/-.025-inch center to center. Otherwise lightening prohibited. The use of rod and crank spacer bearings permitted. Cylinder block housing bore size and rod bore housing size must maintain sizes as designated per NHRA's then-current approved rod listing.

Page 121
ELECTRICAL: 8
DISTRIBUTOR
Any battery-powered ignition system permitted. Distributorless ignition must retain OEM number of coils. See General Regulations 8:3.

Page 122
DRIVER: 10
HELMET
For all 10.00 and slower cars, either an open-face or a full-face Snell M2000, M2005, M2010, K2005, SA2000, SA2005, SFI 31.2A, or 41.2A helmet mandatory; shield permitted (goggles prohibited).

For all 9.99 and quicker cars, a full-face Snell M2000, M2005, M2010, K2005, SA2000, SA2005, SFI 31.2A, or 41.2A helmet mandatory; shield permitted (goggles prohibited). See General Regulations 10:7.

Page 125
Section 9B – Super Stock/GT
ELECTRICAL: 8
DISTRIBUTOR
Any battery-powered ignition system permitted. See General Regulations 8:3.

Page 131
Section 9D – Modified Stock

ELECTRICAL: 8
DISTRIBUTOR
Any battery-powered ignition system permitted. See General Regulations 8:3.

Page 139
Section 9F – Modified
ELECTRICAL: 8
DISTRIBUTOR
Any battery-powered ignition system permitted. See General Regulations 8:3.

Page 138
Section 9G – Super Stock/MX
ENGINE: 1
ADD:
CYLINDER HEADS
OEM casting with OEM number cast into head. 2 or 4 valve permitted, any valve size permitted, valves may be tilted and/or canted, porting, polishing permitted; header plates permitted. Exhaust port plates that protrude into port prohibited.

SECTION 10 – COMP

Page 144
Section 10 - Comp
ENGINE: 1
ADD:
TURBOCHARGERS
Turbocharger size will be verified by measuring the housing bore at the leading edge of the impeller wheel. The maximum diameter of the housing bore at the leading edge of the wheel may not exceed 2mm more than the maximum allowable turbocharger size permitted.

Page 146
BODY: 7
BODY
All full-bodied altereds and econo altereds the maximum front end overhang for the 1994-1995 Chevrolet Lumina is 47.375 inches, 1994-1997 Pontiac Firebird is 50-inches, 1998-2002 Pontiac Trans-Am/Firebird is 46.375 inches, and 1998-2002 Chevrolet Camaro is 46.25 inches. For all other applications the maximum is 45 inches. ~~maximum 45-inch overhang permitted.~~

Page 147
DRIVER: 10
PROTECTIVE CLOTHING
DELETE:

~~All front-engine open-bodied supercharged or turbocharged (gasoline or methanol) cars, an SFI 3.3 head sock or an SFI 3.3 skirted helmet, SFI 3.3/15 gloves and boots mandatory.~~

~~All naturally aspirated front-engine open-bodied cars, an SFI 3.3 head sock or an SFI 3.3 skirted helmet and SFI 3.3/5 gloves and boots/shoes mandatory. See General Regulations 10:10.~~

~~***Beginning Jan. 1, 2010, all drivers in this class running 7.49 seconds or quicker will be required to wear a jacket and pants or suit meeting SFI Spec 3.2A/15.***~~

ADD:
All front-engine open-bodied supercharged or turbocharged (gasoline or methanol) cars, an SFI 3.3 head sock or an SFI 3.3 skirted helmet, SFI Spec 3.3/15 gloves and boots mandatory.

All naturally aspirated front-engine open-bodied cars, an SFI 3.3 head sock or an SFI 3.3 skirted helmet, SFI Spec 3.3/5 gloves and SFI Spec 3.3/5 boots or shoes mandatory.

All cars in this class running 7.49 or quicker will be required to wear a jacket and pants or suit meeting SFI Spec 3.2A/15. Refer to specific class section for glove and boots or shoes requirement. See General Regulations 10:10.

Page 148
Section 10A – Gas Dragster
CLASSES
C/D - 4.50 or more pounds per cubic inch, with ~~any size~~ true wedge cylinder heads (with inline and parallel valves) only; ~~(inline valve) head~~ 1,350-pound minimum; V-8 only.
C/DA - 4.50 or more pounds per cubic inch; with true wedge cylinder heads (with inline and parallel valves) only; 1,350-pound minimum; ~~any size true wedge (inline valve) head~~, V-8 only, automatic transmission with converter only.
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; ~~1,000-pound minimum.~~

Page 148
ENGINE: 1
CYLINDER HEADS
Maximum two valves per cylinder except as noted. Classes A/D, B/D, and D/D, any cylinder head permitted. Class C/D restricted to true wedge cylinder heads (with inline and parallel valves) ~~heads splayed or canted valve heads prohibited~~ only. E/D, F/D, and G/D, any head permitted. H/D and I/D, billet head prohibited.

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DRIVER: 10
HELMET
For all turbocharged and/or methanol-burning cars, a full-face Snell SA2000, SA2005, or SFI 31.2A helmet and shield mandatory (goggles prohibited).

For all naturally aspirated gasoline-burning cars, a full-face Snell M2000, M2005, M2010, K2005, SA2000, SA2005, SFI 31.2A, or 41.2A helmet and shield mandatory (goggles prohibited). See General Regulations 10:7.

Page 151
PROTECTIVE CLOTHING
Jacket and pants meeting SFI Spec 3.2A/5 and gloves meeting SFI Spec 3.3/1 mandatory, except cars running 7.49 or quicker jacket and pants or suit meeting SFI Spec 3.2A/15, gloves meeting SFI Spec 3.3/5, and boots or shoes meeting SFI Spec 3.3/5 mandatory. A suit meeting SFI Spec 3.2A/15 ~~suit~~, gloves meeting SFI Spec 3.3/5, and boots or shoes meeting SFI Spec 3.3/5 mandatory when automatic transmission is located in driver compartment. H/D and I/D require a driver's suit meeting SFI Spec 3.2A/15 with SFI Spec 3.3/15 gloves and SFI Spec 3.3/15 boots. Drivers of all front-engine cars required to have an SFI 3.3 head sock or an SFI 3.3 skirted helmet. All drivers who do not use an SFI 3.3 neck collar (drivers who use head and neck restraint system only), an SFI 3.3 head sock or SFI 3.3 skirted helmet mandatory. See General Regulations 10:10.

Page 152
Section 10B – Econo Dragster
ENGINE: 1
CYLINDER HEADS
All heads must be NHRA-accepted, two valves per cylinder, OEM casting (no billet) except as noted in G/ED. Heads must have OEM number cast into head. A/ED: hemi, canted/splayed valve, ~~splay valve~~, or wedge head permitted. ~~B/ED: true wedge and inline valve heads only. C/ED: true wedge and inline valve heads only.~~ B/ED and C/ED: true wedge cylinder heads (with inline and parallel valves) only. Porting, polishing permitted; header plates permitted Exhaust port plates that protrude into port prohibited. Any size valves permitted, valves may be tilted and/or canted. Angle milling and/or rolling permitted. External modifications permitted. Combustion-chamber modifications permitted. The valve cover rail may be modified. Heads may be cut for larger pushrods and springs. Spark plug holes must be in NHRA-approved location. Siamese-configured cylinder heads are prohibited in E/ED and G/ED.

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DRIVER: 10
HELMET
For all cars, a full-face Snell M2000, M2005, M2010, K2005, SA2000, SA2005, SFI 31.2A, or 41.2A helmet and shield mandatory (goggles prohibited). See General Regulations 10:7.

Page 155
PROTECTIVE CLOTHING
Jacket and pants meeting SFI Spec 3.2A/5 and gloves meeting SFI Spec 3.3/1 mandatory, except cars running 7.49 or quicker jacket and pants or suit meeting SFI Spec 3.2A/15, gloves meeting SFI Spec 3.3/5, and boots or shoes meeting SFI Spec 3.3/5 mandatory. A suit meeting SFI Spec 3.2A/15 ~~suit~~, gloves meeting SFI Spec 3.3/5, and boots or shoes meeting SFI Spec 3.3/5 mandatory when automatic transmission is located in driver compartment. Drivers of all front-engine cars required to have an SFI 3.3 head sock or an SFI 3.3 skirted helmet. All drivers who do not use an SFI 3.3 neck collar (drivers who use head and neck restraint system only), an SFI 3.3 head sock or SFI 3.3 skirted helmet mandatory. See General Regulations 10:10.

Page 158
Section 10D – Altered and Street Roadster
CLASSES
D/A - 7.50 to 8.49 pounds per cubic inch. ~~Splayed-valve head~~; 2,100-pound minimum.
E/A -- 7.50 to 8.49 pounds per cubic inch. True wedge cylinder heads (with inline and parallel valves) only; 2100 pound minimum.
CC/A -- 8.00 or more pounds per cubic inch. One centrifugal supercharger only. Full-bodied cars only. 2700-pound minimum.
AA/AF - Maximum 164.00 ~~153.00~~ cubic inches; turbocharged, 4-cylinder, 4-valve only. Front-wheel drive only, full-tube chassis permitted. Minimum weight: GM Ecotec, 2,050 pounds, all others 1,750 pounds, 153.01 cubic inches or larger 2,350 pounds.

Page 159
ENGINE: 1
DELETE:
~~**CYLINDER HEADS, Altereds**~~
~~Any type two-valve head permitted in A through D, J, and CC/A; V-8 splayed valve prohibited in E through G. V-8 splayed valve permitted in only A through D. Classes I, K, and L restricted to OEM generally available, NHRA-accepted heads, must be 2-valve except as noted in L. Classes AA/AF and BB/AF limited to OEM production, 4-valve head casting.~~
ADD:
CYLINDER HEADS, Altereds
Any type two-valve head permitted in A through D, F through H, J, A/AP, B/AP, and CC/A. E is restricted to true wedge cylinder heads (with inline and parallel valves) only. I, K, and L are restricted to OEM generally available, NHRA-accepted heads. I and K are also restricted to 2-valve cylinder heads; L may be 2-valve or 4-valve. CC/AT and DD/AT are restricted to 4-valve cylinder heads only. AA/AF and BB/AF are restricted to OEM production (assembly line) 4-valve cast cylinder heads only. For all other classes any cylinder head configuration is permitted.
CYLINDER HEADS, Street Roadsters

All heads must be NHRA-accepted, two valves per cylinder, OEM casting (no billet) with OEM number cast into head. Hemi, canted/splayed valve, or wedge head permitted. ~~Splay-valve head prohibited.~~ Porting, polishing permitted; header plates permitted. Exhaust port plates that protrude into port prohibited. Any size valves permitted, valves may be tilted and/or canted. Angle milling and/or rolling permitted. External modification permitted in port area. Combustion chamber modifications permitted. The valve cover rail may be modified. Heads may be cut for larger pushrods and springs. Spark plug holes must be in NHRA-approved location.

Page 162
FRAME: 4
ROLL CAGE
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 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. Roll-cage padding meeting SFI Spec 45.1 mandatory anywhere driver's helmet may come in contact with roll-cage components. See General Regulations 4:4, 4:11, 10:6.

Page 163
BODY: 7
BODY, Full-Bodied Cars
Must have coupe, sedan, pickup truck, or convertible body commercially available, NHRA accepted. Tops may be chopped and/or channeled, not to exceed 10 inches total height reduction. Must not otherwise be altered in height, width, length, and contour except as noted. All full-bodied altereds and econo altereds the maximum front end overhang for the 1994-1995 Chevrolet Lumina is 47.375 inches, 1994-1997 Pontiac Firebird is 50-inches, 1998-2002 Pontiac Trans-Am/Firebird is 46.375 inches, and 1998-2002 Chevrolet Camaro is 46.25 inches. For all other applications the maximum is 45 inches. ~~Maximum front end overhang is 45 inches, or OEM +/- 1 inch for all 2001 and newer cars or previously accepted NHRA Pro Stock bodies. All 2000 and older vehicles must retain stock overhang +/- 1 inch.~~ Streamlining, sectioning, or trimming bodies prohibited. At least two openings for driver entry/exit mandatory. Body setback on pre-1949 model-year cars must not exceed 20 inches as measured from rear axle to center of original wheelwell location. Fiberglass bodies permitted. Door hinges on any lift-off door must have safety pins or locks. BB/AF must retain OEM shell (roof panel, B-pillars, rocker panels, rocker boxes, quarterpanels, firewall, floorpan, A-pillars, and full unibody structure from firewall to front of strut tower) with original rear wheel opening.

Page 165
ELECTRICAL: 8
IGNITION

MSD 7531-4 permitted in AA/AF only. See general regulations 8:1, 8:3, 8:4, 8:5.

Page 165
DRIVER: 10
HELMET
For all closed-bodied cars, a full-face Snell M2000, M2005, M2010, K2005, SA2000, SA2005, SFI 31.2A or 41.2A helmet mandatory; shield mandatory in cars 7.49 seconds or quicker (goggles prohibited).

For all front-engine, open-bodied, supercharged or turbocharged cars, a full-face Snell SA2000, SA2005, or SFI 31.2A helmet and shield mandatory (goggles prohibited).

For all open-bodied naturally aspirated cars, a full-face Snell M2000, M2005, M2010, K2005, SA2000, SA2005, SFI 31.2A or 41.2A helmet and shield mandatory (goggles prohibited). See General Regulations 10:7.

Page 166
PROTECTIVE CLOTHING
For naturally aspirated closed-bodied cars, jacket and pants meeting SFI Spec 3.2A/5 and gloves meeting SFI Spec 3.3/1 ~~gloves~~ mandatory, except cars running 7.49 or quicker jacket and pants or suit meeting SFI Spec 3.2A/15, gloves meeting SFI Spec 3.3/5, and boots or shoes meeting SFI Spec 3.3/5 mandatory.

For naturally aspirated open-bodied cars, jacket and pants meeting SFI Spec 3.2A/5, gloves meeting SFI Spec 3.3/5 ~~gloves,~~ and boots or shoes meeting SFI Spec 3.3/5 ~~shoes/boots~~ mandatory, except cars running 7.49 or quicker jacket and pants or suit meeting SFI Spec 3.2A/15 mandatory.

All naturally aspirated open-bodied cars require an SFI 3.3 head sock or an SFI 3.3 skirted helmet.

For supercharged or turbocharged closed-bodied (gasoline burning) cars, jacket and pants meeting SFI Spec 3.2A/5, gloves meeting SFI Spec 3.3/5 ~~gloves,~~ and boots or shoes meeting SFI Spec 3.3/5 ~~shoes/boots~~ mandatory, except cars running 7.49 or quicker jacket and pants or suit meeting SFI Spec 3.2A/15 mandatory.

For supercharged or turbocharged open-bodied cars ~~(gasoline- or methanol-burning)~~ and closed-bodied methanol-burning cars, a suit meeting SFI Spec 3.2A/15, gloves meeting SFI Spec 3.3/15 ~~gloves~~, and boots or shoes meeting SFI Spec 3.3/15 ~~shoes/boots~~ mandatory.

~~All cars with an automatic transmission (or converter) located in the driver compartment require a suit meeting SFI Spec 3.2A/15, SFI 3.3/5 gloves, and SFI 3.3/5 shoes/boots minimum.~~

A suit meeting SFI Spec 3.2A/15, gloves meeting SFI Spec 3.3/5, and boots or shoes meeting SFI Spec 3.3/5 mandatory when automatic transmission (or converter) is located in driver compartment.

For supercharged or turbocharged open-bodied cars ~~(gasoline- or methanol-burning)~~ and closed-bodied methanol-burning cars, an SFI 3.3 head sock or skirted helmet is required.

A SFI 3.3 head sock or SFI 3.3 skirted helmet is required on all open-bodied cars or all cars 7.49 and quicker, where a neck collar is not used. See General Regulations 10:10.

Page 167
Section 10E – Altered Truck
ENGINE: 1
CYLINDER HEADS
Must be OEM, generally available, and NHRA-accepted, with OEM part/casting number cast into head. Cylinder head must be available as a finished piece with valve guides and valve seats installed. Any valve configuration or size permitted. As-produced valve cover mounting surface required and as-produced head height (thickness) may not be exceeded. ~~Stock valve cover mounting surface and head height (thickness) at highest valve cover surface mandatory.~~ Ports may be raised. Exhaust port plate permitted, may be higher than head, no wider than 1 ½ inches, may not be recessed into port more than plate width. Intake port plate prohibited. Maximum two valves per cylinder, maximum one spark plug per cylinder.

Page 167
ENGINE
Internal-combustion, reciprocating, naturally aspirated, single camshaft, small-block, 90-degree V-8 automotive-type engine; must be same corporate make as body used. OEM bore center spacing mandatory. Block must be cast iron, OEM generally available, and NHRA-accepted, with OEM part/casting number cast into block. Maximum one distributor. PST & PS/TA may use engines up to 369 cubic inches maximum but must add 7 pounds per cubic inch to the minimum weight for each cubic inch over 358. See General Regulations 1:2.

Page 171
DRIVER: 10
HELMET
For all trucks, a full-face Snell M2000, M2005, M2010, K2005, SA2000, SA2005, SFI 31.2A, or 41.2A helmet mandatory; shield mandatory in vehicles 7.49 seconds or quicker (goggles prohibited). See General Regulations 10:7.

Page 171

PROTECTIVE CLOTHING
Jacket and pants meeting SFI Spec 3.2A/5, gloves meeting SFI Spec 3.3/1, and shoes meeting SFI Spec 3.3/1 mandatory, except cars running 7.49 or quicker jacket and pants or suit meeting SFI Spec 3.2A/15, gloves meeting SFI Spec 3.3/5, and boots or shoes meeting SFI Spec 3.3/5 mandatory. An SFI 3.3 head sock or SFI 3.3 skirted helmet is required on all cars 7.49 and quicker, where a neck collar is not used. See General Regulations 10:10.

Page 172
Section 10F – Econo Altered
ENGINE: 1
CYLINDER HEADS
All heads must be NHRA-accepted, two valves per cylinder OEM casting (no billet) with OEM part/casting number cast into head, except as noted in F/EA and H/EA. A/EA: hemi, canted/splayed valve, or wedge head permitted. B/EA: canted/splayed valve or wedge head permitted. C/EA: true wedge cylinder heads (with inline and parallel valves) only. ~~C/EA: true wedge and inline valve heads only.~~ Porting, polishing permitted; header plates permitted. Exhaust port plates that protrude into port prohibited. Any size valves permitted, valves may be tilted and/or canted. Angle milling and/or rolling permitted. External modifications permitted. Combustion-chamber modifications permitted. The valve cover rail may be modified. Heads may be cut for larger pushrods and springs. Spark plug holes must be in NHRA-approved location. Siamese-configured cylinder heads are prohibited in E/EA and G/EA.

Page 173
FRAME: 4
ROLL CAGE
Mandatory. Cars in A/EA must conform to SFI Spec 10.1E or 10.2 (open body), 25.1E, ~~or~~ 25.2, 25.3 (full body). 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: Full-bodied vehicles in B/EA through F/EA must meet SFI Spec 25.1E, 25.4, or 25.5 as applicable; open-bodied vehicles must meet SFI Spec 10.1E, 10.2, or 10.3 as applicable. All others must conform to the SFI Spec for the body style used. Roll-cage padding meeting SFI Spec 45.1 mandatory anywhere driver's helmet may come in contact with roll-cage components. See General Regulations 4:4, 4:11, 10:6.

Page 176
DRIVER: 10
HELMET
For all closed-bodied cars, a full-face Snell M2000, M2005, M2010, K2005, SA2000, SA2005, SFI 31.2A, or 41.2A helmet mandatory; shield mandatory in cars 7.49 seconds or quicker (goggles prohibited).

For all open-bodied cars, a full-face Snell M2000, M2005, M2010, K2005, SA2000, SA2005, SFI 31.2A, or 41.2A helmet and shield mandatory (goggles prohibited). See General Regulations 10:7.

Page 177
Section 10G – Super Modified
CLASSES
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 ~~inline valves)~~ only; 2,800 pound minimum.
E/SM - 9.50 to 10.49 pounds per cubic inch. Wedge or canted-valve cylinder heads ~~production engine~~, maximum 366 cubic inches; V-8 only; 2,800 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-pound minimum.
G/SM - 10.50 or more pounds per cubic inch. True wedge cylinder heads (with inline and parallel valves) only ~~original production engine~~; maximum 366 cubic inches; 2,800-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-pound minimum.

Page 177
ENGINE: 1
CYLINDER HEADS
Cylinder heads in all other classes must be NHRA-accepted, two valves per cylinder, OEM casting (no billet) with OEM part/casting number cast into head. Hemi, canted/splayed valve, ~~splay valve,~~ or wedge head permitted ~~V-8 splay valve head permitted~~ in A through C and I. Classes D, F, G, and H restricted to true wedge cylinder heads (with inline and parallel valves) ~~to inline valve~~ only. Porting, polishing permitted; header plates permitted. Exhaust port plates that protrude into port prohibited. Any size valves permitted, valves may be tilted and/or canted. Angle milling and/or rolling permitted. External modifications permitted. Combustion-chamber modifications permitted. The valve cover rail may be modified. Heads may be cut for larger pushrods and springs. Spark plug holes must be in NHRA-accepted location.

Page 180
FRAME: 4
ROLL CAGE
Mandatory. All new chassis or at scheduled recertification must meet the following SFI Spec: A/SM through E/SM, A/SMA through E/SMA must meet SFI 25.1E, 25.2, 25.3, 25.4, or 25.5 as applicable for e.t. and weight. Must conform to specs for body style used. Chassis must be recertified every three years and have serialized sticker affixed to roll cage before participation. Roll-cage padding meeting SFI Spec 45.1 mandatory anywhere driver's helmet may come in contact with roll-cage components.

Page 183
DRIVER: 10
HELMET
For all cars, a full-face Snell M2000, M2005, M2010, K2005, SA2000, SA2005, SFI 31.2A, or 41.2A helmet mandatory; shield mandatory in cars 7.49 seconds or quicker (goggles prohibited). See General Regulations 10:7.

Page 183
PROTECTIVE CLOTHING
Jacket and pants meeting SFI Spec 3.2A/5 and gloves meeting SFI Spec 3.3/1 mandatory, except cars running 7.49 or quicker jacket and pants or suit meeting SFI Spec 3.2A/15, gloves meeting SFI Spec 3.3/5, and boots or shoes meeting SFI Spec 3.3/5 mandatory.
An SFI 3.3 head sock or SFI 3.3 skirted helmet is required on all cars 7.49 and quicker, where a neck collar is not used. See General Regulations 10:10.

Page 183
Section 10H – Pro Modified
CLASSES
A/PM - Normally aspirated, gasoline, nitrous oxide injection. Maximum ~~820~~ 870 cubic-inch displacement or naturally aspirated, gasoline, without nitrous oxide, maximum 900 cubic-inch displacement; 2375-pound ~~2,425-pound~~ minimum weight.
AA/PM - Supercharged, methanol. Maximum 527 cubic-inch displacement or turbocharged, gasoline or methanol, maximum 650 cubic-inch displacement; ~~2,725-pound~~ 2,650-pound minimum weight.
Must be a coupe, pick-up truck, or sedan body style. ~~Nitrous entries, 2425-pounds. Supercharged or turbocharged entries, 2725-pounds.~~ Accepted nostalgia body styles (example: 1953 Studebaker, 1955-1957 Chevy and Buick, 1938 Chevy, and 1941 Willys) may deduct 25 pounds from minimum weight; ~~1938 Chevy and 1941 Willys may deduct 50 pounds from minimum weight.~~ All 1996 and earlier Corvettes run at posted class weights. All 2001 and later bodies (i.e., Chevrolet Cobalt, Cavalier, Corvette [1997 and later], Pontiac GTO, GXP, Grand Am, Dodge Stratus, Avenger, Vipers [all years], Ford Z-X2, Mustang, Mercury Cougar, Toyota Solara, etc.) add 25 pounds to the minimum weight. Turbocharged cars will be treated as supercharged cars in all other applicable sections.

Page 184
ENGINE: 1
ENGINE
Internal-combustion, reciprocating, naturally aspirated, single-camshaft, 90-degree V-8 automotive-type engine. All engines must be NHRA accepted. Nitrous-oxide-assisted entries are limited to ~~820~~ 870 cubic inches with a maximum bore center of 5.300. Naturally-aspirated entries are limited to 900 cubic inches with a maximum bore center of 5.300. Turbocharged entries are limited to 650 cubic inches with a maximum bore center of 5.000. Maximum bore center on supercharged billet hemi cylinder-head

combinations is 4.900 inches, 5.000 inches on all other supercharged combinations. Engine must be equipped with a properly fitting lower-engine-ballistic/ restraint device meeting SFI Spec 7.1, or an NHRA accepted lower engine oil-retention device and belly pan. In AA/PM, a positive method (flange, lip, etc.) must be attached to the intake manifold or engine block to retain both the front and rear manifold to block gaskets in the event the engine crankcase/lifter valley becomes over-pressurized. The flange/lip must extend past the surface of the gasket and be contoured to closely fit the block and manifold surfaces to prevent the gasket(s) from extruding. See General Regulations 1:2.

Page 185
RADIATOR
Permitted. ~~Automotive radiator in front location, with water pump mandatory in A/PM.~~ Electrically driven fan and water pump permitted. ~~Optional in AA/PM.~~

Page 186
DRIVETRAIN: 2
REAR END
Aftermarket axles with minimum 5/8-inch-diameter studs and axle retention device mandatory. Full-floating or live axle units mandatory ~~permitted~~. Maximum (numeric) rear-end gear ratio ~~4.30~~ 4.57- to-1 for AA/PM. See General Regulations 2:11.

Page 186
TRANSMISSION, Manual
~~Permitted in A/PM and AA/PM~~. Supercharged entries limited to three-speed transmission with two planetaries and two shifts maximum; high gear must be a 1-to-1 ratio. Automated shifters and multi-functional single-button shifters of any description prohibited. If a pneumatic shifter is used, each shift must be activated by a separate control button. Aftermarket planetary converter drive units accepted; billet converter mandatory.

Page 187
FRAME: 4
ROLL CAGE
Chassis must have manufacturer's name, serial number, and date of manufacture. Chassis must meet SFI Spec 25.1E. Plating of chassis prohibited; painting permitted. Chassis must be recertified yearly ~~every three years~~ by NHRA and have a serialized sticker affixed to roll cage before participation. Current three-year certification will be accepted until they expire. No vehicles will be inspected early to delay compliance. Roll-cage padding meeting SFI Spec 45.1 mandatory anywhere driver's helmet may come into contact with roll-cage components. See General Regulations 4:11.

Page 187
WHEELBASE

Minimum 100 inches, maximum 115 inches. Full-size trucks, maximum 140 inches; S-10, Dakota, Ranger, maximum 125 inches. Maximum wheel variation left to right: 2 inches.

Page 187
BODY: 7
ADD:
BELLYPAN
Permitted on all cars. Mandatory on vehicles utilizing non-SFI lower engine oil retention device.

Page 187
FIREWALL
Minimum .024-inch steel or titanium mandatory. Aluminum, magnesium, or composite prohibited. See General Regulations 7:4.

Page 183
DRIVER: 10
HELMET
For all cars, a full-face Snell SA2000, SA2005, or SFI 31.2A helmet and shield mandatory (goggles prohibited). See General Regulations 10:7.

SECTION 11 – TOP ALCOHOL DRAGSTER

Page 191-192
ENGINE: 1
FUEL SYSTEM
Fuel lines must be isolated from driver compartment by a subfloor or housing where engine is located in rear and fuel tank is in front of driver. Pressurized fuel tanks prohibited. Fuel tanks must be mounted above bottom framerail. Fuel cells permitted. Maximum two fuel pumps. ~~Electronic or electrically controlled fuel system prohibited~~. The use of propylene oxide and/or nitrous oxide is prohibited. ~~For ease of NHRA fuel check, an inline drain valve in the return circuit from the barrel valve is required. Artificial cooling and/or heating of fuel (i.e., cool cans, ice, Freon, etc.) prohibited on the car.~~ Insulated fuel lines and fuel tanks prohibited. Minimum temperature of fuel in the staging lanes to the completion of the run and subsequent NHRA fuel check is 50°F. ~~Artificial cooling and/or heating of fuel confined to the pit area only. The use of dry ice and/or liquid nitrogen for artificial cooling of fuel prohibited.~~ Fuel gauge lines in the driver's compartment must be steel or steel braided with steel fittings. Flexible gauge lines in the driver's compartment must be hydrostatically pressure tested at 750 psi for 30 seconds and labeled. Label must be impervious to fuel and brake cleaner. See General Regulations 1:5 and 1:6.

Page 193
VENT TUBE BREATHERS

NHRA-accepted catch can/vent tube system mandatory. Twiston/ quick-disconnect fittings between the vent tube hoses and the valve cover vent tube adapters must incorporate a secondary locking device such as a hasp pin, ball lock pin, etc. Tape is not a satisfactory primary or secondary locking device. Double clamps are required on each end of all hoses used in the vent system, including the dry-sump vents. Double O rings required at each breather hose to valve cover attachment. Minimum 1 1/4-inch inside diameter hoses are required from each valve cover to the catch can inlets and/or framerails and from each framerail outlet to both catch can inlets. Minimum catch can(s) capacity is 6.75 gallons ~~an eight quart sump~~. Catch cans must have adequate internal baffling. Minimum catch can inlet configuration is two 1 1/8-inch inside diameter (or equivalent area) tubes. Minimum catch can outlet/discharge configuration is two 1 1/8-inch inside diameter openings (or equivalent area). NHRA accepted vent tubes/hoses are mandatory for all connections; see NHRA.com for a list of accepted vent tubes/hoses. Vent tubes must be unobstructed from the interior of the valve cover to the interior of the catch can; i.e., no orifices, reduced areas, filler materials, etc. Pan/crankcase vacuum systems, of any description, are prohibited. See General Regulations 1:13.

Page 194
BRAKES AND SUSEPNSION: 3
BRAKES
Automated brakes prohibited: Application and release of brakes must be a function of the driver. Dual spots or equivalent oval pucks mandatory; minimum two rear-wheel hydraulic brakes. Hand brake, if used, must be located inside body or driver compartment. Steel brake lines mandatory. NHRA accepted fireproof brake line covering mandatory on all flexible connection lines. Contact the NHRA Tech Department for approved manufacturer(s). Brake lines passing engine or blower drive must be shielded. See General Regulations 3:1.

Page 197
FRAME: 4
PARACHUTE
Dual parachutes mandatory. Two separate shroud line mounting points mandatory. See REAR WINGS & SUPPORTS. See General Regulations 4:8.

Page 196
ROLL CAGE
Chassis must meet SFI Spec 2.1 (rear-engine cars), 10.1E (frontengine, driver in front of rear end) or SFI Spec 2.2B (front-engine, driver behind rear end). Plating of chassis prohibited; painting permitted. Chassis must be recertified yearly by NHRA and have serialized sticker affixed to frame before participation. Roll-cage padding meeting SFI Spec 45.1 mandatory where driver's helmet may come in contact with roll-cage components. Additional padding, mounted on flat stock and fastened to the roll cage on

both sides of the driver's helmet, mandatory. Additional padding must be NHRA accepted (with manufacturer's name displayed), securely mounted using bolts or locking fasteners, and must include a flame-retardant covering. A current list of NHRA-accepted lateral head supports is available on NHRA.com. All wiring must be external of the framerails; routing of cables, hydraulic, or pneumatic lines inside the chassis is permitted. Pressurization of framerails in lieu of air bottles is prohibited.

Page 196
INTERIOR: 6
SEAT
Seats must be foamed with energy-absorbing material and formed to the driver's body. Minimum one-layer, flame-retardant material mandatory as seat upholstery ~~with manufacturer's name displayed.~~ No magnesium permitted.

Page 196-197
BODY: 7
DELETE:
~~**AIRFOIL**~~
~~Positive locking device to prevent movement mandatory. No part of wing to be within 6 inches of rear tire. Minimum fastener size on all front wings, canards, etc., ¼ inch; ball lock pins prohibited.~~
ADD:
FRONT AIRFOIL/WING
Positive locking device to prevent movement mandatory. Minimum fastener size on all front wings, canards, etc., ¼-inch; ball lock pins prohibited.
REPLACE
WINGS & SUPPORTS with
REAR WINGS & SUPPORTS
All rear wing supports and fasteners must meet SFI Spec 2.1. Wing configuration limited to one only, with maximum three elements. Combined total area of rear wing (total of all stages and/or elements) restricted to 1,500 square inches maximum. Trailing edge of rear wing may not extend more than 50 inches behind centerline of rear axle. Maximum height of any wing as measured vertically from the trailing edge of wing to ground is 90 inches. Strut mounting points may not be forward of motor plate. ~~Main strut to chassis fasteners, 7/16-inch, Grade 5 minimum; adjusting rod fasteners, 5/16-inch, Grade 5 minimum; all other wing fasteners, 3/8-inch, Grade 5 minimum. All fasteners associated with attaching, mounting, or supporting the wing and wing structure (i.e., all struts) must be installed such that they are in double shear. Ball-lock pins prohibited for attachment.~~ No part of wing to be within 6 inches of rear tire. Any adjustment or movement during run prohibited. Pressurization of wing struts, up to a maximum of 200psi, permitted. Spill plates must be flat, vertical, and parallel. Maximum thickness, 3/8-inch. Spill plate lips of any kind, other than a ¼-inch maximum wicker, prohibited. ~~Lips of any kind prohibited. Wicker permitted maximum ¼ inch.~~ Spill plate must attach

to wing or airfoil at right angle, radius at joint prohibited. Maximum spill-plate dimensions, 22 inches by 22 inches.

ADD (new paragraph):
For all cars a cable must be wrapped around the main element of the rear wing and be connected to the parachute release cables such that if the main element separates from the support the parachutes will automatically deploy.

Page 197
ELECTRICAL: 8
ELECTRICAL COMPONENTS
Electrical and electronic components are restricted to ignition systems, data recorders, electrical gauges or indicators, automated fire extinguisher, and engine shutoff system components only. The use of electrical/electronic timers to control pneumatic fuel-system valves and/or electric fuel control solenoid valves is permitted. The fuel control system may use only movement of the throttle or clutch pedal, a transmission shift, electric/electronic timers and/or an engine rpm switch to control the ~~pneumatic~~ fuel-system valves and/or to start the timers that control the ~~pneumatic~~ fuel-system valves.

Page 198
SUPPORT GROUP: 9
ADD:
SHUTOFF DEVICE
Properly installed and operational Electrimotion Top Alcohol Dragster Shutoff Controller Kit (part number SB001TAD for blown applications, SB001AFD for injected nitro applications) mandatory. The Electrimotion Top Alcohol Dragster Safety Shutoff Controller Kit must be properly installed per the manufacturer's instructions. Modification of or tampering with the Electrimotion Top Alcohol Dragster Safety Shutoff Controller Kit prohibited.

Page 199
DRIVER: 10
HELMET
For all cars, a full-face Snell SA2000, SA2005, or SFI 31.2A helmet and shield mandatory (goggles prohibited). Eject Helmet Removal System (Part # SDR 890-01-30) mandatory and must be installed per manufacturer instructions. See General Regulations 10:7.

SECTION 12 – TOP ALCOHOL FUNNY CAR

Page 200
ENGINE: 1
FUEL SYSTEM
Fuel cells recommended. Pressurized fuel tanks prohibited. Tanks must be vented outside of body lines to prevent fire from being drawn into tank through vent. Fuel tank

vent, maximum 1-inchdiameter hole in front of body to vent fuel tank outside of body only. Maximum two fuel pumps. ~~Electronic or electrically controlled fuel system prohibited~~. The use of propylene oxide and/or nitrous oxide is prohibited. ~~For ease of NHRA fuel check, an inline drain valve in the idle return circuit from the barrel valve is required.~~ Insulated fuel lines and fuel tanks prohibited. Minimum temperature of fuel in the staging lanes to the completion of the run and subsequent NHRA fuel check is 50°F. See General Regulations 1:5.

Page 200
VENT TUBE BREATHERS
~~Minimum catch can(s) capacity is a four-quart sump (i.e., below the bottom baffle) when the valve cover discharges are routed through the upper framerails; otherwise an eight-quart sump capacity is required. Minimum catch can inlet and outlet/discharge configuration is two 1 1/8-inch inside diameter openings (or equivalent area). See General Regulations 1:13.~~

Catch can/vent tube system mandatory. Twiston/quick-disconnect fittings between the vent tube hoses and the valve cover vent tube adapters must incorporate a secondary locking device such as a hasp pin; ball lock pin prohibited. Tape is not a satisfactory primary or secondary locking device. Double clamps are required on each end of all hoses used in the vent system, including the dry-sump vents. Minimum 1 1/4-inch inside diameter hoses are required from each valve cover to the catch can inlets and/or frame rails and from each frame rail outlet to both catch can inlets. Minimum catch can(s) capacity is a one-gallon sump (i.e., below the bottom baffle) when the valve cover discharges are routed through the upper frame rails; otherwise a two-gallon sump capacity is mandatory. Minimum catch can inlet and outlet/discharge configuration is two 1 1/8-inch inside diameter openings (or equivalent area). NHRA accepted vent tubes/hoses are mandatory for all connections; see NHRA.com for a list of accepted vent tubes/hoses. Vent tubes must be unobstructed from the interior of the valve cover to the interior of the catch can; i.e., no orifices, reduced areas, filler materials, etc. Pan/crankcase vacuum systems, of any description, are prohibited. See General Regulations 1:13.

Page 201
BRAKES AND SUSPENSION: 3
BRAKES
Four-wheel disc brakes with dual master cylinder mandatory. Aluminum front brake rotors prohibited. NHRA accepted fireproof brake line covering mandatory on all (front and rear) flexible connection lines. Contact the NHRA Tech Department for approved manufacturer(s).

Page 201
FRAME: 4
ROLL CAGE

Chassis must have manufacturer's name, serial number, and date of manufacture. Chassis must meet SFI Spec 10.1E. Roll-cage padding meeting SFI Spec 45.1 mandatory where driver's helmet may come in contact with roll-cage components. Additional padding, mounted on flat stock and fastened to the roll cage on both sides of the driver's helmet, mandatory. Additional padding must be NHRA-accepted (with manufacturer's name displayed), securely mounted using bolts or locking fasteners, and must include a flame-retardant covering. A current list of NHRA-accepted lateral head supports is available on NHRA.com.

Page 202
INTERIOR: 6
SEAT
Seats must be foamed with energy-absorbing material and formed to the driver's body. Minimum one-layer, flame-retardant material mandatory as seat upholstery ~~with manufacturer's name displayed.~~ No magnesium permitted.

Page 203
BODY: 7
BODY
(4th paragraph)
Bodies must be removable from a rear-release mechanism that must be accessible in the taillight panel area. The rear-release mechanism ~~must be the pin and cable type with capability to remove body without pulling pin~~ may be of any mechanical design. The mechanism must be unobstructed and easily visible and not located within 3 inches of any other opening. Release handle must be ~~colored red and~~ of a T handle design with a minimum measurement of 3 inches in length. Contact NHRA Technical Services Department for acceptable design, operation, and installation.

Page 205
SUPPORT GROUP: 9
ADD:
SHUTOFF DEVICE
Properly installed and operational Electrimotion Top Alcohol Funny Car Shutoff Controller Kit (part number SB001TAFC) mandatory. The Electrimotion Top Alcohol Funny Car Safety Shutoff Controller Kit must be properly installed per the manufacturer's instructions. Modification of or tampering with the Electrimotion Top Alcohol Funny Car Safety Shutoff Controller Kit prohibited.

SECTION 13 – PRO STOCK MOTORCYCLE

Page 209
FRAME: 4
FRAME

Aftermarket frames permitted. Steering head angle may not be less than stock rake or more than 40 degrees maximum rake. Frame must be inspected yearly by NHRA and have serialized sticker affixed to frame before participation. All frame components, except braces, brackets, and gussets, must be manufactured from minimum 1.00-inch x .058-inch 4130 chromoly tubing or be an NHRA-accepted design. All welding must be done by approved halyard process. All frames must have stops that limit turning arc to 28 degrees. Stop must have a sheer strength equal to a 3/8-inch bolt. All butt welds must have visible reinforcement. Plating of frame prohibited. Painting permitted.

Page 210
SUPPORT GROUP: 9
COMPUTER/DATA RECORDERS
Data recorders permitted; must be NHRA-accepted, standalone, and used for information gathering only. Accepted systems: Racepak V300 models, Dynatek, and Motec SDL3. Throttle operation, shifting, clutch actuation, etc. are to be solely under the control of the rider. Data recorders may not collect any information from the induction system other than engine rpm. Digital dash displays acceptable but prohibited to be in view of the rider or externally from the bike ~~and digital dash displays with data-recording capabilities are prohibited~~. All other instrumentation prohibited on dash with the exception of a shift light and warning lights (i.e., low oil pressure, fuel pressure). See General Regulations 9:1, 9:2.

Page 211
RIDER: 10
HELMET
Full-face M2000, M2005, M2010, K2005, SA2000, SA2005, SFI 31.2A, or 41.2A helmet with shield mandatory (goggles prohibited). Eject Helmet Removal System (Part # SDR 890-01-30) mandatory and must be installed per manufacturer instructions. See General Regulations 10:7.

SECTION 14 – PRO STOCK

Page 211
DESIGNATION
(1st paragraph)
Reserved for ~~2004~~ 2005 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.

Page 211-212
ENGINE: 1
CYLINDER HEADS

Hemi, canted-valve or wedge cast heads permitted. Must be same corporate make as body used. Billet heads prohibited. Aftermarket heads permitted if designed and cast with OEM approval, and currently accepted by NHRA. NHRA may designate specific acceptable OEM and/or aftermarket cylinder heads for specific makes of cars. Only the Hemi cylinder head, part/casting number P4876833 or part/casting number P5153447, is accepted for use in Dodge Pro Stock vehicle. Only the DRCE cylinder head, part/casting number 22530959, DRCE II cylinder head, part/casting number 24502585, or the DRCE III cylinder head, part/casting number 25534404, are accepted for use on GM Pro Stock vehicles. Only the Ford cylinder head, part/casting number M-6049-E460, or part/casting number M-6010-JC50, or part/casting number M-6010-JC51 is accepted for use in Ford Pro Stock vehicles. All heads designed and cast after 2/1/1991 must include OEM part/casting number plus OEM logo identification, and must be NHRA-accepted. Any valve configuration or valve size permitted. Stock valve cover mounting surface and head height (thickness) at highest valve cover surface mandatory. Ports may be raised. Port plates permitted, may be higher than head, no wider than 1 ½ inches, may not be recessed into head more than plate width. Plates permitted on intake or exhaust side, not both. Maximum two valves per cylinder; maximum one spark plug per cylinder.

ENGINE
(1st paragraph)
Internal-combustion, reciprocating, naturally aspirated, single-camshaft, 90-degree V-8 (i.e., cylinder bank must be at a 45- degree angle from the camshaft/crankshaft centerline, creating a combined 90-degree angle) automotive-type engine. For a more detailed description, contact the NHRA Technical Services department. Maximum 500 cid. Aftermarket blocks permitted if designed and cast with OEM approval, and currently accepted by NHRA. NHRA may designate specific acceptable OEM and/or aftermarket blocks for specific makes of cars. Only the Hemi block, part/casting number P4876887 or part/casting number P5153454, is accepted for use in Dodge Pro Stock vehicle. Only the DRCE block, part/casting number 24502572, or the DRCE III block, part/casting number 25534402, are accepted for use on GM Pro Stock vehicles. Only the Ford block, part/casting number M-6010-A500, or part/casting number M-601-JC50, or part/casting number M-601-JC51 is accepted for use in Ford Pro Stock vehicles. Maximum cylinder bore spacing 4.900 inches. Maximum one distributor. See General Regulations 1:2.

Page 215-216
FRAME: 4
ROLL CAGE
(1st paragraph)
Chassis must have manufacturer's name, serial number, and date of manufacture. Chassis must meet SFI Spec 25.1E. Plating of chassis prohibited; painting permitted. Chassis must be recertified yearly by NHRA and have serialized sticker affixed to roll cage before participation. Roll-cage padding meeting SFI Spec 45.1 mandatory where driver's helmet may come in contact with roll-cage components. Additional padding,

mounted on flat stock and fastened to the roll cage on both sides of the driver's helmet, mandatory (**Effective March 11, 2010**). Additional padding must be NHRA-accepted (with manufacturer's name displayed), securely mounted using bolts or locking fasteners, and must include a flame-retardant covering. A current list of NHRA-accepted lateral head supports is available on NHRA.com.

Page 216
INTERIOR: 6
UPHOLSTERY
Driver's seat must be minimum 24 inches high. Seat must be foamed with energy-absorbing material and formed to the driver's body (**Effective March 11, 2010**). Minimum one-layer, flame-retardant material mandatory as seat upholstery. Removal of passenger seat permitted. Seat frame must be installed as a permanent part of the chassis. Dashboard exterior appearance must be retained. Fiberglass replica of original permitted. Gauges may be painted in or simulated. Headliner area must have a finished appearance.

Page 217 (page 11, 2010 Draft)
BODY: 7
WINDSHIELD, WINDOWS
Full windows mandatory, side and rear windows, 1/8-inch- minimumthickness polycarbonate material permitted. Windshield, 3/16-inchminimum- thickness polycarbonate material required. Must match original contour and mount in stock location. Windows must be closed. Cutting and/or notching windshield permitted if covered by hood and/or scoop. Windshields and/or windows must be clear, without tinting or coloring. Side windows, including quarter windows, limited to driver's name, car number, car builder name, class designation, and decals only. Paint scheme may not extend into these windows. Decals may not completely cover these windows. Outer edge ~~outline~~ of windows must remain uncovered. NHRA ~~Technical Services~~ reserves the right to accept or prohibit ~~the~~ placement of ~~the~~ decals on ~~the~~ windows as deemed necessary to comply with this rule. See General Regulations 7:8.

Page 219
ELECTRICAL: 8
IGNITION
The MSD 7530T ignition system is the only accepted unit for NHRA competition. All other ignition systems are prohibited. All MSD 7530T ignition systems must have the three retard wires (pink, tan, and violet) and the points input wire (white) clearly disconnected to disarm the wires from any connection or perceived connection to any other part of the vehicle. Any ignition system and/or components other than those specified must be NHRA-accepted prior to usage. Any other attachment prohibited. Ignition systems and/or components must be utilized in an unaltered manner consistent with the manufacturer's installation and instruction books unless otherwise approved.

The Timed Safety Rev Limit function of the ignition must be set to 8 seconds and 4000 rpm. See General Regulations 8:3.

Page 219
SUPPORT GROUP: 9
COMPUTER/DATA RECORDERS
Data recorders permitted; must be standalone ~~(not integrated into digital dash instruments) and~~ NHRA-accepted, and used for information gathering only. Accepted systems: Racepak V300 and V500 models, Autometer Ultra-Lite Pro Systems, and Motec EDL3, ADL3, and SDL3. Digital dash display acceptable, ~~but may not contain data-recording capability~~. See General Regulations 9:1, 9:2.

Page 220
DRIVER: 10
HELMET
Full-face helmet meeting Snell M2000, M2005, M2010, SA2000, SA2005, SFI 31.2A, or 41.2A mandatory; shield mandatory (goggles prohibited). Eject Helmet Removal System (Part # SDR 890-01-30) mandatory and must be installed per manufacturer instructions. See General Regulations 10:7.

Page 220
PROTECTIVE CLOTHING
Jacket and pants or suit meeting SFI Spec 3.2A/15~~5~~, gloves meeting SFI Spec 3.3/5~~1~~, and shoes meeting SFI Spec 3.3/5 mandatory. An SFI 3.3 head sock or SFI 3.3 skirted helmet is required on all cars, where a neck collar is not used. See General Regulations 10:10.

~~***Beginning Jan. 1, 2010, all drivers in this class will be required to wear a jacket and pants or suit meeting SFI Spec 3.2A/15.***~~

SECTION 15 – FUNNY CAR

Page 222
ENGINE: 1
FORCED INDUCTION
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 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 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.

Page 223
VENT TUBE BREATHERS
NHRA-accepted catch can/vent tube system mandatory. Twist on/quick-disconnect fittings between the vent tube hoses and the valve cover vent tube adapters must incorporate a secondary locking device such as a hasp pin, ball lock pin prohibited. Tape is not a satisfactory primary or secondary locking device. Double clamps are required on each end of all hoses used in the vent system, including the dry-sump vents. Double O rings required at each breather hose to valve cover attachment. Minimum 1 1/4- inch inside diameter hoses are required from each valve cover to the catch can inlets and/or framerails and from each framerail outlet to both catch can inlets. Minimum catch can(s) capacity is an eight-quart sump (i.e., below the bottom baffle). Catch cans must have adequate internal baffling. Minimum catch can inlet configuration is two 1 1/8-inch inside diameter (or equivalent area) tubes. Minimum catch can outlet/discharge configuration is two 1 1/8-inch inside diameter openings (or equivalent area). NHRA accepted vent tubes/hoses are mandatory for all connections; see NHRA.com for a list of accepted vent tubes/hoses. See General Regulations 1:13.

Page 224
DRIVETRAIN: 2
REVERSER COVER
A one-piece tunnel, covering the reverser and driveshaft, mandatory. Must extend from rear of bellhousing back to within 2 inches of the front of driver’s seat and be of titanium of .078-inchthick minimum, chromoly 4130 of.90 .090-inch-thick minimum, carbon composite of .10-inch-thick minimum, or carbon/titanium of .130-inch minimum. Hole allowed for lever. Must include minimum 1-inch horizontal, mounting flange at edges of tunnel. Mounting to chassis floor X member, minimum four places, 5/16-inch steel or titanium bolts mandatory. Tether attached to reverser pin mandatory. Tether must release pin from reverser mechanism and be accessible without removing the reverser cover.

Page 225
FRAME: 4
HELMET SHROUD
All vehicles in Funny Car must have a rear roll-cage shroud. A one or three-piece shroud is permitted. The shroud must be constructed of minimum .075-inch Grade 2 ASTM-B-

265 titanium or .090-inch 4130 steel and must be shaped to conform to the roll cage. The shroud must be attached to each of the side bars with a minimum of three 1/4-inch-minimum-diameter Grade 8 bolts and bosses per side, to the top with one 1/4-inch minimum diameter Grade 8 bolt and boss, and the rear bars with a minimum of two 1/4-inchminimum- diameter Grade 8 bolts and bosses per side. Bolts must be 6-point hex-style heads. Tabs with bolt and nut, where the nut is welded to the tab, may be used in place of the bosses. Three-piece shields must be made with two side shields and a center section.

The shroud must be installed flush with or be filled/sealed to the upper roll-cage bars and shoulder hoop so that protective equipment cannot catch between the shroud and the roll-cage components. Absolutely no components may be mounted to the helmet shroud or deflector plate above the top of the shoulder hoop. Unless the shroud is mounted with fasteners that have 1/2-inch hex-style heads (as required in TF and TAD), a clearance slot minimum 3/4-inch high by 2 inches wide is required on each side of each roll-cage tube where it meets the shoulder hoop. Clearance slots are permitted to be covered with a removable or swinging cover. Covers must be of same material as helmet shroud and must be fastened with a shoulder type bolt using same fastener size and type as helmet shroud.

Page 225
ROLL CAGE
Chassis must have manufacturer's name, serial number, and date of manufacture. Chassis must meet SFI Spec 10.5. Plating of chassis prohibited; painting permitted. Chassis must be recertified yearly by NHRA and have serialized sticker affixed to frame before participation. Roll-cage padding meeting SFI Spec 45.1 mandatory anywhere driver's helmet may come in contact with roll-cage components. Additional padding, mounted on flat stock and fastened to the roll cage on both sides of the driver's helmet, mandatory. Additional padding must be NHRA-accepted (with manufacturer's name displayed), securely mounted using bolts or locking fasteners, and must include a flame-retardant covering. A current list of NHRA-accepted lateral head supports is available on NHRA.com. All wiring must be external of the framerails; routing of cables, hydraulic or pneumatic lines inside the chassis is permitted. Pressurization of framerails in lieu of air bottles is prohibited.

Page 226
INTERIOR: 6
SEAT
Seats must be foamed with energy-absorbing material and formed to the driver's body. Minimum one-layer, flame-retardant material mandatory as seat upholstery ~~with manufacturer's name displayed.~~ No magnesium permitted.

Page 228
BODY: 7

BODY
(4th paragraph)
Bodies must be equipped with a front-release handle. Handle must be fabricated from round tube maximum 1 ¼ O.D. with a flange welded to the end of the tube. Front-release handle must be NHRA-accepted prior to use. No part of the front-release handle may extend forward of the front lip on the body. Bodies must be removable from a rear-release mechanism that must be accessible in the taillight panel area. The rear-release mechanism must be the pin-and-cable type with capability to remove body without pulling pin. The mechanism must be unobstructed and easily visible and not located within 3 inches of any other opening. Release handle must be colored red and of T-handle design with a minimum measurement of 3 inches in length. Contact NHRA Technical Services Department for acceptable design, operation, and installation.
(5th paragraph)
Body (hood) burst panel, minimum 288 square inches, mandatory. Body burst panel must be secured with plastic screws and two 1/8- inch stainless steel wires, with body pad bolted with plate on both sides of panel. Taping of body burst panel permitted along front leading edge only, all other sides prohibited. Any new body designs, plans, pictures, specifications, or concepts must be submitted to the NHRA Technical department on or prior to Nov. 15 of the preceding year. All new body designs or concepts must receive final approval from NHRA on or prior to Dec. 15 of the preceding year or shall be deemed disapproved. Body specifications may vary for certain exhibition vehicles; prior NHRA approval necessary. Underside of body, including any roof area and all the composite components such as timer boxes, etc., must be covered with SFI Spec 54.1 flame-retardant covering or coating. Must be applied according to the manufacturer's specifications and recommendations, and must be applied externally. All bolts and fasteners on body, windows, etc. must have button heads toward outside of body. All stiffeners must be placed on the inside of the body, whether on windows, spoiler, etc. Mounting trees for body may not be adjustable. The framing must be a permanent fixture, with the exception of vertical mounts, which can be adjustable for necessary vertical body positioning.

Page 230
WINDSHIELD, WINDOWS
Windshield mandatory. Windows optional. Maximum windshield and rear window angle: 3 degrees from stock. Maximum curvature: 2 inches from stock. Rear window and quarter windows (if stock equipped) must be defined by actual route line in body and painted to simulate glass. Side windows or window openings may be shortened a maximum of 2 inches. Drilling or cutting the windshield or rear window for air passage is prohibited. If windows are used, they must be clear. Side windows must have a minimum 6-inch diameter opening including liner adjacent to driver. Side windows limited to driver's name, car number, class designation, and decals only. Paint scheme may not extend into these windows. Decals may not completely cover these windows. Outer edge of windows must remain uncovered. NHRA reserves the right to accept or

prohibit placement of decals on windows as deemed necessary to comply with this rule. See General Regulations 7:8.

Page 231
SUPPORT GROUP: 9
SHUTOFF DEVICE
Properly installed and operational Electrimotion Funny Car Safety Shutoff Controller Kit (part number SB001FC) and Electrimotion Shutoff Receiver (part number RF001) mandatory ~~required~~. 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.

Page 232
DRIVER: 10
HELMET
Full-face helmet meeting Snell SA2000, SA2005, or 31.2A with shield mandatory. Eject Helmet Removal System (Part # SDR 890-01-30) mandatory and must be installed per manufacturer instructions. See General Regulations 10:7.

SECTION 16 – TOP FUEL

Page 234
ENGINE: 1
FORCED INDUCTION
Restricted to Roots-type supercharger, rotor helix angle not to exceed that of standard 71-series GM-type rotor. Turbocharger and/or centrifugal supercharger prohibited. 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 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 1/2-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.

Page 234

FUEL INJECTOR HAT

Maximum fuel injector air inlet opening: 65 square inches measured at butterfly or throttle bodies, excluding cross shaft in fully open position. The maximum accepted height from the crankshaft centerline to the top of the injector hat is 46.000 inches. The injector hat shall extend forward no more than 10.375-inch ~~12 inches~~ from the front of the injector hat to the front left cylinder mounting stud/bolt for the intake manifold to cylinder head attachment ~~front bolt on the blower case opening~~. Maximum throat inlet opening, 65 square inches. Electronic or electrically controlled fuel injection prohibited.

Page 236

VENT TUBE BREATHERS

NHRA-accepted catch can/vent tube system mandatory. Twist-on/ quick-disconnect fittings between the vent tube hoses and the valve cover vent tube adapters must incorporate a secondary locking device such as a hasp pin, ball lock pin prohibited. Tape is not a satisfactory primary or secondary locking device. Double clamps are required on each end of all hoses used in the vent system, including the dry-sump vents. Double O rings required at each breather hose to valve cover attachment. Minimum 1 1/4-inch inside diameter hoses are required from each valve cover to the catch can inlets and/or framerails and from each framerail outlet to both catch can inlets. Minimum catch can(s) capacity is 6.75 gallons. Catch cans must have adequate internal baffling. Minimum catch can inlet configuration is two 1 1/8-inch inside diameter (or equivalent area) tubes. Minimum catch can outlet/discharge configuration is two 1 1/8-inch inside diameter openings (or equivalent area). NHRA accepted vent tubes/hoses are mandatory for all connections; see NHRA.com for a list of accepted vent tubes/hoses. See General Regulations 1:13.

Page 236

BRAKES & SUSPENSION: 3

BRAKES

Automated and/or secondary braking systems prohibited: Application and release of brakes must be a function of the driver; electronics, pneumatics, or any other device may in no way affect or assist brake operation. Dual spots or equivalent oval pucks mandatory; minimum two rear-wheel hydraulic brakes. Hand brake, if used, must be located inside body or driver compartment. Steel brake lines mandatory. NHRA-accepted fireproof brake-line covering mandatory on all ~~(front and rear) steel-braided~~ flexible connection lines ~~(i.e., from bulkhead to brake caliper)~~. Contact the NHRA Tech Department for approved manufacturer(s). Brake lines passing engine or blower drive must be shielded. See General Regulations 3:11.

Page 238

FRAME: 4

ROLL CAGE

Chassis must have manufacturer's name, serial number, and date of manufacture. Chassis must meet SFI Spec 2.3N (rear-engine cars). Plating of chassis prohibited;

painting permitted. Chassis must be recertified yearly by NHRA and have serialized sticker affixed to frame before participation. Roll-cage padding meeting SFI Spec 45.1 mandatory anywhere driver's helmet may come in contact with roll-cage components. Additional padding, mounted on flat stock and fastened to the roll cage on both sides of the driver's helmet, mandatory. Additional padding must be NHRA-accepted (with manufacturer's name displayed), securely mounted using bolts or locking fasteners, and must include flame-retardant covering. A current list of NHRA-accepted lateral head supports is available on NHRA.com. Cars without crossmember above driver's legs must have a strap or device to prevent legs from protruding outside chassis. All wiring must be external of the framerails; routing of cables and hydraulic or pneumatic lines inside the chassis is permitted. Pressurization of framerails in lieu of air bottles is prohibited.

Page 239
INTERIOR: 6
SEAT
Seats must be foamed with energy-absorbing material and formed to the driver's body. Minimum one-layer, flame-retardant material mandatory as seat upholstery ~~with manufacturer's name displayed.~~ No magnesium permitted.

Page 239-240
BODY: 7
WINGS & SUPPORTS
(1st paragraph)
Rear wing supports must meet SFI Spec 2.3 N. Rear wing must meet SFI Spec 49.1. SFI tag must be affixed to the main wing element, on the underside, adjacent to the right spill plate. All components of the rear wing assembly must be from the same manufacturer. Mixing components of the rear wing assembly from various manufacturers is prohibited. Wing configuration limited to one only, with three elements, and must be NHRA-accepted for competition. Combined total area of rear wing (total of all stages and/or elements) is restricted to a minimum 1,450 square inches and a maximum of 1,500 square inches. Trailing edge of rear wing may not extend more than 50 inches behind centerline of rear axle. Maximum height of any wing as measured vertically from the trailing edge of wing to ground is 90 inches. Strut mounting points may not be forward of motor plate. Distance from main to secondary mounting points must be 30 inches minimum. No part of the wing or wing supports may attach to any engine, bellhousing, or transmission components. Main strut to chassis fasteners 7/16-inch, Grade 5 minimum; adjusting rod fasteners 5/16-inch, Grade 5 minimum; all other wing fasteners 3/8-inch, Grade 5 minimum. Ball-lock pins prohibited for attachment. Any adjustment or movement during run prohibited.
(2nd paragraph)
Spill plates must be flat, vertical, and inner and outer surfaces must be parallel. Maximum thickness 3/8-inch. Maximum 1/4-inch wicker permitted on trailing edge only. Must be flat/straight, not to exceed 31 inches ~~in length~~ measured diagonally from the front leading edge at the bottom of the spill plate to the top trailing edge at the back of

the spill plate. Lips of any other kind prohibited. Spill plate must attach to wing or airfoil at right angle, radius at joint prohibited. ~~Length and width of spill plate optional provided~~ Spill plates must fit within the confines of a 22-inch by 22-inch square box.

ADD (new paragraph):
For all cars a cable must be wrapped around the main element of the rear wing and be connected to the parachute release cables such that if the main element separates from the support the parachutes will automatically deploy.

Page 240
SUPPORT GROUP: 9
SHUTOFF DEVICE
Properly installed and operational Electrimotion Top Fuel Safety Shutoff Controller Kit (part number SB001TF) and Electrimotion Shutoff Receiver (part number RF001) mandatory ~~required~~. 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.

Page 241
DRIVER: 10
HELMET
Full face helmet meeting Snell SA2000, SA2005 or 31.2A mandatory with shield. Eject Helmet Removal System (Part # SDR 890-01-30) mandatory and must be installed per manufacturer instructions. See General Regulations 10:7.

SECTION 19 – GENERAL REGULATIONS

Page 249
ENGINE: 1
1:5 FUEL SYSTEMS
Lines: All non-OEM fuel lines (including gauge and/or data recorder lines) must be metallic, steel braided, or NHRA-accepted "woven or woven-pushlock." A maximum of 12 inches total (front to rear) of non-metallic or non-steel braided hose is permitted for connection purposes only; individual injector nozzle and motorcycle fuel lines are excluded. Fuel lines (except steel braided lines) in the flywheel/bellhousing area must be enclosed in a 16-inch length of steel tubing, 1/8-inch-minimum wall thickness, securely mounted as a protection against fuel-line rupture. Fuel lines may not be routed in the driveshaft tunnel. It is mandatory that fuel lines passing supercharger drive belts be steel braided, NHRA-accepted woven or woven-pushlock, or be enclosed in protective steel tubing. A current list of NHRA-accepted woven or woven-pushlock fuel lines is available on NHRA.com. All NHRA-accepted fuel lines must use ends that are specifically designed for the type of fuel line being used. No hose clamps allowed on NHRA-accepted fuel lines.

Page 251
ENGINE: 1
1:6 FUEL
Nitromethane: Only nitromethane from an NHRA-accepted on-site supplier may be present on-site or used on-site at any NHRA Full Throttle Drag Racing Series event ("NHRA National Event") or NHRA Lucas Oil Drag Racing Series event ("NHRA Divisional Event"). To be eligible for competition, any team using nitromethane must use nitromethane from an accepted on-site supplier. At this time, the only accepted on-site supplier is VP Racing Fuels. Fuel anywhere on-site at an NHRA National Event or NHRA Divisional Event, including without limitation, in the vehicle, transporter, pit area, or at the NHRA-accepted supplier's on-site location, may be checked at any time and for any reason, including compliance with this rule and with the Nitromethane specification. Any participant who violates any rule regarding nitromethane may be banned from competition at the applicable event, and shall be subject to such other penalty deemed appropriate by NHRA. Specifications for Nitromethane as Used as a Fuel in the NHRA Full Throttle Drag Racing Series and in the Lucas Oil Drag Racing Series:
Chemistry
(Table)
Note: All nitromethane is ~~will continue to be~~ required to contain an active safety indicator that changes color when the nitromethane has been sensitized or contaminated.
Typical Physical Properties
(Table)

Page 257-258
DRIVETRAIN: 2
2:14 TRANSMISSION, Automatic/NHRA-Accepted
ADD: (new paragraph)
All cars running 10.99 (*6.99) seconds and quicker must have a NHRA accepted locking type dipstick on the transmission.

Page 259
FRAME: 4
4:2 BALLAST
As permitted in Class Requirements. Any material used for the purpose of adding to a car's total weight must be permanently attached to the car's structure and must not extend in front of or behind the rear of the car's body or above the rear tires. No liquid or loose ballast permitted (i.e., water, sandbags, rocks, shot bags, metal weights, etc.). Discovery of loose or disguised ballast will result in disqualification from the event, regardless of whether infraction occurs during qualifying or eliminations. Additional penalties may be imposed in the sole and absolute discretion of NHRA. Weight boxes (two maximum) made of 1/8-inch material may be constructed to hold small items such as shot bags, lead bars, etc., as long as box and contents do not weigh more than 100 pounds or as outlined in Class Requirements. The box must be securely fastened to the

frame or crossmember with at least two ½- inch-diameter steel bolts. Any liquid other than engine fuel being used, located behind the front firewall (on a front-engine car), is considered ballast and is prohibited, except for intercooler tanks that contain water and/or ice only. ~~Tank must be SFI Spec 28.1 fuel cell of maximum 3 gallons capacity.~~ Tank must be securely mounted to frame, frame member, or OEM floorpan. To permit "making a class" due to a difference in scale calibration, a maximum removable weight of 100 pounds (or as outlined in Class Requirements) is permitted. Removable weight must be securely mounted to the frame or frame structure by a minimum of two ½-inch-diameter steel bolts per 100 pounds, or one 3/8-inch steel bolt per 5 pounds; all other weight bars, pucks, etc. must use minimum ½-inch-diameter SAE grade 8 bolts for attachment. Hose clamps, wire, strapping, tape, tie wraps, etc. for securing weight or ballast prohibited. Acceptable forms of ballast are 1) Heavier gauge steel floors (i.e., 16- or 18-gauge, heavier gauge and/or plate steel prohibited); 2) Frame reinforcing cross members; or 3) the addition of protective equipment such as roll bars, flywheel shield, etc. If additional ballast is needed and is permitted by Class Requirements, it must be permanently attached to frame, bolted with two ½-inch-diameter bolts per 100 pounds, with nuts welded to bolts. Maximum amount of removable and/or permanent ballast, unless otherwise stated under Class Requirements, is 500 pounds. Cars running 8.49 and quicker are limited to 250 pounds maximum, per SFI chassis specification.

Page 261
FRAME: 4
4:8 PARACHUTES
If outlined in Class Requirements, it is mandatory to have a braking parachute produced by a recognized drag racing parachute manufacturer. Tech inspectors may observe the proper operation of the parachute and inspect for worn or frayed shroud lines, ripped or dirty canopies, and worn or ragged pilot chutes. Parachute cable housings should be mounted solidly to frame tube or other suitable member no farther back than 1 inch. 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 fireresistant material from the mounting point to the pack. Parachutes must have their own independent mounting, sleeved ½-inch minimum steel bolts or steel pins required for all applications. Material around the holes for the bolts/pins must be equal to or greater than the bolt/pin size. 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.

Page 269
FRAME: 4
4:11 ROLL CAGE
"D" bar installation for full-bodied cars: For front-wheel-drive cars, with complete OEM floor (from the firewall to the rear of the trunk) and rocker/sill boxes, the 1 ¼-inch x

.058-inch CM (.118-inch MS) "D" bars (when required; i.e., when the main hoop is not welded to the frame) may be welded to a 1 5/8-inch x .083-inch CM (.118-inch MS) crossmember welded to the rocker/sill box via conventional 6- inch x 6-inch x 1/8-inch-thick plates. For rear-wheel-drive cars with a complete OEM floor from the firewall to the rear of the trunk, and with OEM rocker/sill boxes (exception: the rear inner wheel wells may be tubbed with steel or aluminum), the 1 ¼-inch x .058-inch CM (or .118-inch MS) "D" bars may be welded to conventional 6-inch x 6-inch x 1/8-inch form-fitted/contoured plates attached to the driveshaft tunnel. Otherwise the "D" bars must be attached to frame, sub frame, or sub frame connectors. ~~And rocker/sill boxes, the 1 ¼-inch x .058-inch CM (.118-inch MS) "D" bars may be welded to conventional 6-inch x 6-inch x 1/8-inch plates attached to the driveshaft tunnel.~~

REPLACE WORDING IN ILLUSTRATION page 268 (page 24 of the 2010 draft) ~~D- 1 ¼" x .058" CM or .118 MS mandatory when main hoop welded to plates on floor; must be connected to subframe.~~

D- 1 ¼-inch x .058-inch CM (.118-inch MS) mandatory when main hoop is welded to plates on floor and/or rocker/sill in lieu of frame; D-bars must be attached to frame, sub frame, sub frame connectors or OEM driveshaft tunnel. Refer to text in this section for specific criteria.

Page 271
INTERIOR: 6
6:3 WINDOW NET

A ribbon-type or SFI Spec 27.1 mesh-type window net is mandatory on any full-bodied car required by the rules to have a roll cage. 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, prohibited. Any modification to net must be performed by manufacturer. A ~~R~~ribbon type window net does not expire, unless it is torn or battered.

Page 277
SUPPORT GROUP: 9
9:3 FIRE EXTINGUISHER
(1st paragraph)

For all other vehicles, onboard fire extinguisher systems must be manually controlled Cold Fire 302, Fire X plus, Halon FE1211 or 1301 or FM200, or F500, or DuPont FE-36 or FE-227, and mounted per manufacturer's specifications with the primary nozzle(s) directed in an attempt to protect the driver. Other agents, classified on the EPA SNAP list as Acceptable Total Flooding Agents (Feasible for Use in Occupied Areas) and NHRA accepted, may be used. ~~Bottles and lines must be mounted within the framerails~~. Bottles and lines must be mounted above the bottom of the adjacent framerails. Fire bottle activation cables must be installed inside framerail where cables pass engine/bellhousing area. Bottles must be DOT approved and permanently mounted (no

hose clamps or tie wraps). In the case of more than one bottle, each bottle must have its own distribution tubing and nozzles. The use of bottles, nozzles, or tubing other than that recommended by the manufacturer is prohibited. Upon activation of the system, the contents of the bottle(s) must be totally discharged; partial- discharge systems prohibited. The bottles must be mounted in such a manner that should an explosion or failure of any mechanical component of the vehicle occur, the bottles will be protected from flying parts. ~~Also, the bottles must be mounted completely above the lower framerails of the car.~~ When installed in/on a race car, must be mounted in a secure manner; use of flip-open-type clamps, hose clamps, tie wraps, snaps, etc. prohibited. They should be protected from excessive temperature and mounted rigidly to the vehicle. Remote cables must be metallic (plastic or plastic-wrapped cables prohibited) and installed so they are protected in the event of an upset or collision. Follow the manufacturer's recommendations regarding installation, especially on bend radius, and protection from crimping or kinking. All fire systems must use steel lines, steel or aluminum distribution nozzles, and must be equipped with a pressure gauge. All bottles must be identified with a gross loaded weight figure. It is the responsibility of the competitor to weigh the bottle prior to each event.

(2nd paragraph)
When required, Top Fuel, Funny Car, Pro Stock, Top Alcohol Dragster, and Top Alcohol Funny Car, fire extinguishing system must meet SFI Spec 17.1 and installed and utilized per manufacturer's installation requirements. All front-engine, open-bodied supercharged or turbocharged (gasoline or methanol) cars running 7.49 seconds or quicker must be equipped with an SFI-rated 20-pound fire system.

Page 279
SUPPORT GROUP: 9
9:14 WARM-UPS
It is mandatory that a driver be seated in the car in the normal driving position anytime the engine is running, unless coupler or driveline is removed from vehicle. **The practice of transbrake testing, converter stalls, line-loc testing, and/or transmission warming is prohibited in all classes, in all areas of the event except in starting-line approach areas beyond staging, or unless vehicle is on jackstands. Non-compliance is grounds for disqualification or such other and/or action as deemed appropriate by NHRA.**

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

Page 279-280
DRIVER: 10

10:4 CREDENTIALS

Each driver of a vehicle entered in any event conducted at an NHRA member track must have a valid state or government-issued driver's license beyond a learner's-permit level or NHRA Competition License subject to inspection by officials at any time. In addition, a current NHRA membership is required for participation in any divisional or national NHRA- sanctioned event, obtaining a new permanent competition number or renewing a permanent competition number, and obtaining a new competition license or renewing an existing competition license.

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

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

Jr. Dragster participants must be 8 to 17 years old.

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

License applicants for Top Fuel, Funny Car, Pro Stock, Pro Stock Motorcycle, Top Alcohol Dragster, Top Alcohol Funny Car, and Pro Modified must complete two runs at or above the requested class(es) minimum E.T. and mph standard. The class standards are:

Class	Standard
Top Fuel	Two runs of 5.20 or quicker and two runs of 260 mph or faster
Funny Car	Two runs of 5.50 or quicker and two runs of 250 mph or faster
Pro Stock	Two runs of 7.40 or quicker and two runs of 175 mph or faster

Pro Stock Motorcycle	Two runs of 7.90 or quicker and two runs of 165 mph or faster
TAD/TAFC	Two runs of 6.20 or quicker and two runs of 205 mph or faster
Pro Modified	Two runs of 6.90 or quicker and two runs of 190 mph or faster

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

Page 281
10:5 DRIVER RESTRAINT SYSTEMS
A quick-release, 3-inch driver restraint system, with a 2-inch crotch strap, meeting SFI Spec 16.1 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 a SFI Spec 16.1 is mandatory or permitted. Driver restraint system must be clearly labeled as meeting SFI Spec 16.1 and be dated by manufacturer. See Class Requirements for additional requirements for Top Fuel and Funny Car. SFI Spec 16.1 Y type belts prohibited. (In cases where the class does not require an SFI 16.1 driver restraint system, the two year recertification does not apply.) System must be updated at two-year intervals from date of manufacture. All seat-belt and shoulder harness hardware must be originally designed to be used with each other and produced by the same manufacturer. For harness installation, see illustration. Cars using OEM or OEM-type seat may route crotch strap in front of seat instead of through seat. Only units that release all five attachment points in one motion are permitted. 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.

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10:7 HELMET
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, M2005, M2010, ~~2007~~ 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 or SFI 31.1A, 31.2A, or 31.1/2005 Specs. See Class Requirements.
NHRA Helmet Expiration Dates
Label Expires
Snell 2000 1/1/2012

Snell 2005 1/1/2017
Snell 2010~~2007~~ 1/1/2022~~2019~~
SFI 31.1A 1/1/2014
SFI 31.2A 1/1/2014
Label Expires
SFI 41.1A 1/1/2014
SFI 41.2A 1/1/2014
SFI 31.1/2005 1/1/2017
SFI 41.1/2005 1/1/2017
SFI 24.1 (JDRL only) 1/1/2015
SFI 24.1/2005 1/1/2017

CHARTS AND FORMULAS

Page 285-286 (page 1-2, 2010 Draft)
SFI SPECIFICATIONS
Following is a list of all SFI Specifications applicable to NHRA Championship Drag Racing, with respective expiration periods. An item with an expiration period must be returned to the original manufacturer for inspection and recertification at the end of this period before it can be permitted for further use at an NHRA event.
SFI SPEC DESCRIPTION EXPIRATION PERIOD
1.1 Single-Disc Clutch & Flywheel Assembly . . . . . 2 years
1.2 Multi-Disc Clutch & Flywheel Assembly
E.T. through Comp, PS . . . . . 2 years
1.3 Multi-Disc Clutch and Flywheel Assembly
TAD, TAFC, TF, and FC. . . . . 1 year
1.4 Multi-Disc Clutch and Flywheel Assembly
TAD and TAFC . . . . . 1 year
1.5 Multi-Disc Clutch Assembly (with Power Adders) . . . . . 1 year
2.1 Rear-Engine Dragster Chassis Spec, TAD
(Includes Wing and Rear-End Mounting) . . . . . 1 year
2.2B Front-Engine Dragster Chassis Spec, NTF, TAD . . . . . 1 year
2.3N Rear-Engine Dragster Chassis Spec, TF
(Includes Wing and Rear-End Mounting) . . . . . 1 year
2.4B Front-Engine Dragster Chassis Spec, Advanced E.T.,
A/D, B/D, C/D, A/ED, B/ED, A/ND, & B/ND . . . . . 3 years
2.5B Rear-Engine Dragster Chassis Spec, Adv. E.T. . . . . 3 years
A/D, B/D, C/D, D/D, A/ED, B/ED, C/ED, & D/ED
(Does Not Include Wing or Rear-End Mounting). . . . . 3 years
2.6 Front-Engine Dragster Chassis Spec,
7.50 and Slower. . . . . 3 years
2.7B Rear-Engine Dragster Chassis Spec,
7.50 and Slower. . . . . 3 years
3.2A/1 Jacket (and Pants Where Applicable)

3.2A/5 Jacket (and Pants Where Applicable)
3.2A/15 Jacket and Pants or Suit . . . 5 years, including the year on the tag
3.2A/20 Driver's Suit . . . . . 5 years, including the year on the tag
3.2A/25 Driver's Suit . . . . . 5 years, including the year on the tag
3.2A/30 Driver's Suit . . . . . 5 years, including the year on the tag
3.3 Neck Collar and Head Sock
3.3/1 Gloves, Shoes
3.3/5 Gloves, Shoes, Boots
3.3/15 Gloves, Boots
3.3/20 Gloves, Boots
4.1 Automatic Transmission Shield, Rigid . . . . . 5 years
4.1 Automatic Transmission Shield, Flexible . . . . . 2 years
6.1 Flywheel Shield, Spec 1.1 & 1.2
(2-Disc Max, or 3-Disc, 8-inch dia. Max) . . . . . 5 years
6.2 Flywheel Shield, Spec 1.2, 1.3, 1.4 & 1.5 Clutch. . . . . 2 years
(Check with Manufacturer; May Be Only 1 Year)
6.3 Flywheel Shield, Spec 1.2, 1.3 & 1.4 Clutch . . . . . 2 years
(Check with Manufacturer; May Be Only 1 Year)
7.1 Lower Engine Ballistic/Restraint Device . . . . . 1 year
7.2 Lower Engine Ballistic/Restraint Device . . . . . 5 years
9.1 Flywheel Blanket, Spec 1.1 & 1.2
(2-Disc Max) Clutch . . . . . 2 years
10.1E Altered & F/E Dragster Chassis Spec, TAFC . . . . . 1 year
10.2 Altered Chassis Spec, 6.00 to 7.49 . . . . . 3 years
Adv. E.T., AA/A, BB/A, AA/AT, BB/AT, A/A, B/A . . . . . 3 years
10.3 Altered Chassis Spec, 7.50 and slower. . . . . 3 years
10.4 Side-Steer Roadster Chassis Spec., 9.99 and quicker . . . 3 years
10.5 Funny Car Chassis Spec, FC. . . . . 1 year
14.1 Supercharger Restraint (Roots). . . . . 2 years
14.2 Supercharger Restraint (Roots). . . . . 2 years
14.21 Supercharger Restraint (Screw-Type) . . . . . 2 years
14.3 Supercharger Restraint (Top Fuel). . . . . 2 years
14.4 Valve Cover Restraint . . . . . 2 years
15.1 Rear-Drive Wheels, TAD, TAFC, and PS
15.2 Front Wheels
15.3 Rear-Drive Wheels, TF and FC
16.1 3-Inch Driver Restraint System. . . . . 2 years
16.5 3-Inch Driver Restraint System. . . . . 2 years
17.1 Onboard Fire Extinguishing Systems. . . . . 2 years
18.1 Harmonic Balancer
23.1 Manifold Burst Panel
24.1 Youth Full-Face Helmet (for JDRL only). . . . . 1 year
25.1E SFI Full Body Chassis Spec, Pro Stock . . . . . 1 year
Adv. E.T. . . . . 3 years

25.2 SFI Full Body Chassis Spec, 3,200-Pound Maximum. . . . . 3 years
25.3 Full-Bodied Car, Tube Chassis Roll Cage
6.50-7.49, 3,600-Pound Maximum. . . . . 3 years
25.4 Full-Bodied Car, Tube Chassis Roll Cage
7.50-8.49, 3,600-Pound Maximum . . . . . 3 years
25.5 Full-Bodied Car, with OEM Frame
7.50-8.49, 3,600-Pound Maximun . . . . . 3 years
27.1 Window Net (Mesh) . . . . . 2 years
28.1 Fuel Cell: Pro Stock, Pro Modified, Advanced E.T.
29.1 Automatic Transmission Flexplate. . . . . 3 years
30.1 Automatic Transmission Flexplate Shield . . . . . 5 years
31.1/2005 Full-Face Helmet . . . . . exp. 1/1/2017
31.1A Open-Face Helmet (Snell SA Rating). . . . . exp. 1/1/2014
31.2A Full-Face Helmet (Snell SA Rating) . . . . . exp. 1/1/2014
34.1 Supercharger, Screw-Type . . . . . 3 years
38.1 Head and Neck Restraint System
40.1/1, 40.1/2 Motorcycle Rider's Suit
41.1/2005 Open-Face Helmet . . . . . exp. 1/1/2017
41.1A Open-Face Helmet (Snell M Rating) . . . . . exp. 1/1/2014
41.2A Full-Face Helmet (Snell M Rating) . . . . . exp. 1/1/2014
42.1 Steering-Wheel Hub
43.1 Driveshaft
45.1 Roll-Bar/Cage Padding
49.1 Top Fuel Rear Wing Assembly. . . . . 1 year
54.1 Non Flammable, Thermal Barrier /
Fire Extinguishing Coatings . . . . . 1 year

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2010 NHRA E.T. QUICK REFERENCE CHART
ADD:
Auto Trans Locking Type Dipstick (Y 10.00 to 10.99 Y 9.99 to 7.50 Y 7.49 to 6.00)