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NOTICE

Drag racing is a dangerous sport. There is no such thing as a guaranteed safe drag race. Drag racing always carries with it the risk of serious injury or death in any number of ways. This risk will always exist no matter how much everyone connected with drag racing tries to make our sport safer. Although NHRA works to promote and enhance the safety of the sport, there are no guarantees that such safety measures will guarantee or ensure safety. The participant always has the responsibility for the participant's own safety, and by participating in drag racing, the participant accepts all risks of injury, whether due to negligence, vehicle failure, or otherwise. If at any time a participant does not accept these risks, the participant agrees not to participate in drag racing.

HOW TO USE THIS RULEBOOK

The 2008 NHRA Sanctioned Sport Compact Rulebook provides guidelines and minimum standards for the construction and operation of vehicles used in NHRA sanctioned racing and at member track events. As a general rule, unless optional equipment or a modification is specifically permitted by this Rulebook, it is prohibited.

Additional safety equipment or safety-enhancing equipment is always permitted and the levels of safety equipment stated in this Rulebook are minimum prescribed levels for a particular type of competition and do not prohibit the individual racer from using additional safety equipment. In disputed cases, whether an item of equipment is safety-enhancing or performance-enhancing will be determined by NHRA in NHRA's sole and absolute discretion.

On the other hand, as to performance equipment, it is the general rule that unless optional performance equipment or performance-related modification is specifically permitted by this Rulebook, it is prohibited. All model, engine, or equipment changes or modifications not specifically addressed in this Rulebook must be submitted in writing to NHRA for consideration prior to competition. Approval will be granted or denied in NHRA's sole and absolute discretion. The applicant will be notified of approval or rejection from NHRA headquarters in Glendora, Calif.

Unauthorized cars, parts, and/or equipment will not be considered approved by reason of having passed through technical inspection at any time, or any number of times. Moreover, having passed through technical inspection at any time, or any number of times, is not a defense to a violation found on further inspection.

The Rulebook divides these guidelines and standards for the construction and operation of vehicles into two basic groups.

Class Requirements: The minimum standards that differentiate the various categories of competition vehicles.

General Regulations: Guidelines that concentrate on specific areas of construction or operation of a vehicle. Many guidelines in the Rulebook are applicable to many or all categories. General Regulations provides a central location for the description of those guidelines.

Both Class Requirements and General Regulations are further divided into 11 subcategories: 1-Engine, 2-Drivetrain, 3-Brakes & Suspension, 4-Frame, 5-Tires & Wheels, 6-Interior, 7-Body, 8-Electrical, 9-Support Group, 10-Driver, 11-General.

In many instances, the Class Requirements for a particular class will reference a General Regulations section. For example, in Section 3, Brakes & Suspension, the paragraph ends with the sentence "See General Regulations 3:1." By turning to General Regulations, Section 3:1 Brakes, you will find additional information about proper installation and operation of braking systems. Since this information applies to virtually all categories, it would be a waste of time and space to reprint it in each individual category's Class Requirements. It is, nonetheless, important information to the competitor and/or builder. Before deciding which standards are applicable to your vehicle, Class Requirements AND General Regulations must both be considered.

If, after reading the Rulebook, you still have questions, consult tech personnel, (626) 914-4761. These phone lines are extremely busy, so prepare your questions in advance.

Remember, it is your responsibility to follow the standards in this Rulebook that pertain to your vehicle.

NHRA sanction and involvement in NHRA sanctioned sport compact drag racing events shall apply strictly to the drag racing portion of such events.

PARTICIPANT AGREEMENTS AND ADMINISTRATIVE AND PROCEDURAL RULES; RULE CHANGES; RULE ENFORCEMENT; DISPUTE RESOLUTION PROCEDURES

1.1 DEFINITIONS

Certain terms used in this Rulebook are defined terms which, when used herein, have the meaning set forth below:

Participant: The term “participant” shall include officials, any person or entity possessing or who has been issued a credential, and any person or entity directly or indirectly associated with any vehicle that has been permitted to enter an event site for the purpose of participation in an event, including, but not limited to, owners, drivers, and crewpersons. The term “participant” shall include any person or entity that has any ownership interest in a race team, vehicle, or otherwise. As to any entity, the term “participant” shall include each of the entity’s owners, principals, agents, parents, subsidiaries, divisions, partners, affiliates and other related persons or entities.

Event: Throughout this Rulebook, there is reference to “event” or “events.” Wherever this term is used, it is intended to refer to the drag racing activities sanctioned by NHRA. The term “Rulebook” herein refers to the 2008 NHRA Sanctioned Sport Compact Rulebook. At NOPI drag racing events sanctioned by NHRA, NHRA is responsible only for the drag racing aspects of such events.

1.2 SCOPE OF NHRA RULEBOOK

The principal source of authority for the conduct of events is this Rulebook. The Rulebook governs all decisions at NHRA events and governs all NHRA matters affected by the Rulebook.

NHRA has developed and published this Rulebook for the purpose of providing guidance in the conduct of events sanctioned by NHRA, and as to all aspects of participation in NHRA, whether or not related to an event. NHRA makes no representations or express or implied warranties that compliance with the rules, regulations and agreements published in this Rulebook or as amended will reduce, prevent or guarantee against injury or death to spectators or participants or damage to property or other economic injury or damages. The rules, regulations, and agreements herein constitute the minimum acceptance standards for competition and are intended as a guide for the conduct of the sport. NHRA does not intend to imply by the publication of the Rulebook, by the conduct of various racing events, by the licensing of drivers, by the acceptance of event entries, or by any other act or omission to act that any person has the right or the inalienable privilege of participating in NHRA events and/or NHRA member track events.

1.2.1 Development of NHRA Rules

Since it was founded by Wally Parks in 1951, NHRA has promulgated rules to govern its sport. Thus, over five decades of experience have shaped, and continue to shape, the NHRA rules. The development of NHRA rules is based on many considerations. Some factors affecting NHRA rulemaking include promoting participant safety; promoting spectator safety; preserving competition; even competition; insurance preservation; costs to participants such as, for example, costs that would have to be incurred if new equipment were allowed and/or mandated; attempts to contain costs being experienced by competitors to ensure continued competition; preserving the ability to race in various geographic locations; concerns affecting television coverage of those events for which television coverage is provided; costs to NHRA; regulating or containing the performance of racing vehicles to address safety and other considerations; and numerous other factors that affect the complex and intricate issues with which NHRA, as a sports sanctioning body, must deal and balance.

1.2.2 New Rules and Rule Changes

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

It is recommended to consult NHRA.com for the most up-to-date rule changes or amendments.

Amendments are effective and enforceable immediately upon publication on NHRA.com. Amendments will be labeled as amendments to the Rulebook.

1.2.3 Other NHRA Policies and Procedures

In addition to the Rulebook, NHRA has set various policies and procedures that also provide guidance for the conduct of racing and are enforceable by NHRA. These items include, without limitation, Competitor Data Sheets, lists of permitted items maintained and available from the Technical Department, and other policies and procedures.

1.2.4 Official Opinions on Technical Issues

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

1.2.5 Informal Interpretations on Technical Issues

Participants may communicate with the NHRA Technical Department regarding explanations and interpretations of rules. These communications are advisory only.

1.3 VOLUNTARINESS; PARTICIPATION NOT A RIGHT; ALL PARTICIPANTS BOUND BY THE RULEBOOK; PARTICIPANT CONDUCT; COVENANT NOT TO SUE

NHRA is a private, voluntary association. While NHRA welcomes the participation of everyone, participation requires a promise and agreement by all participants to abide by all NHRA rules, regulations and agreements, including, but not limited to, those in the NHRA Rulebook. Without this promise and agreement, NHRA would not be able to function as a sport sanctioning body, and NHRA's continuing viability would be at risk. Participation in any

and every aspect of NHRA drag racing is a privilege, not a right. See Participant Covenants in Section 1.3.2 below.

1.3.1 Participant Conduct

Participants at events are expected, at all times, to conduct themselves in a professional and non-disruptive manner consistent with good sportsmanship and NHRA's role as a family-oriented sports organization with events suitable for attendance by all and, as to those events that are televised, suitable for unrestricted viewing by the general public. Any participant who, in the sole and absolute judgment of NHRA (1) verbally or physically threatens another person; (2) uses vulgar or derogatory language; (3) engages in unsportsmanlike conduct; (4) engages in conduct detrimental to the sport of racing; (5) otherwise creates a condition or circumstance that is unsafe, unfair, or out of order; or (6) otherwise violates any NHRA rule, regulation or agreement, shall have violated this rule regarding participant conduct.

Any participant who NHRA believes to have a conflict of interest that does or may improperly affect fair competition shall be disqualified from participating to the extent necessary to avoid such conflict of interest. The scope of such a disqualification shall be determined in the sole and absolute discretion of NHRA.

1.3.2 Participant Covenants and Covenant Not to Sue

Each participant expressly agrees to abide by all NHRA rules, regulations and agreements, including but not limited to those contained in the NHRA Rulebook, and by NHRA decisions, whether or not related to an event. Notwithstanding any other provision of this Rulebook, by participating in, and in consideration for being allowed to participate in NHRA drag racing, and in consideration of receiving any of the numerous benefits available to participants, each participant understands, acknowledges and agrees that:

- 1) Participation in any and every aspect of NHRA drag racing is a privilege, not a right.
- 2) The participant voluntarily chooses to participate in accordance with all NHRA rules, regulations and agreements, including but not limited to those contained in the NHRA Rulebook, and by NHRA decisions, whether or not related to an event.
- 3) When a participant submits an entry for competition in an event, and the entry is accepted, the participant is obligated to compete in the event in good faith to the best of the participant's ability unless prevented from so doing by matters beyond the participant's control.
- 4) The NHRA Rulebook and the dispute resolution procedures set forth within the Rulebook apply to any and all decisions, rules, regulations, actions or omissions to act by NHRA, without limitation. For example, and not by way of limitation, decisions on the classification or reclassification of vehicles, which categories of vehicles will be professional classes, which categories of vehicles will race at events, what types of vehicles will be allowed to race in a class, whether an event is cancelled, postponed or rescheduled, whether or how an event is televised, what types of sponsors will be allowed to be featured on race vehicles, and what types of sponsors will not be allowed on site at events at all, to name but a few, are all illustrative of the types of decisions that are governed by and may be challenged only through the dispute resolution procedures set forth in this Rulebook.
- 5) At any event, the participant is bound by and shall abide by the decisions of the event director, the event director's designee(s),

and other NHRA or member track officials, which are final unless expressly set forth to the contrary herein.

- 6) Member track officials and personnel (including without limitation member track owners, employees, contractors, agents, vendors or others) and NOPI employees, officials, owners, agents, contractor and personnel, are not agents of NHRA and operate independently of NHRA.
- 7) All decisions made by NHRA, including but not limited to those made during or incident to an event, are final and may not be appealed except as expressly subject to review herein, and such decisions may not be made the basis of a lawsuit. The participant further agrees to release and waive from liability and not to bring any action against NHRA, the event director, the event director's designee(s), any NHRA or track official, the racetrack operator, the racetrack owner, event sponsors, other NHRA sponsors, and all other event officials, for any loss, damage, or injury, including without limitation economic loss or damages, caused by any decision, erroneous or otherwise, including without limitation decisions based on malfunctioning electronic or mechanical equipment, and all whether due to negligence or otherwise.
- 8) Any dispute concerning the rules, regulations and agreements of NHRA, any decisions of NHRA or NHRA officials, any acts or omissions to act by NHRA, or any matter regarding participation in NHRA drag racing, shall be resolved exclusively pursuant to the dispute resolution procedures provided in this Rulebook. The participant agrees to indemnify and to hold NHRA harmless from any and all legal fees and costs incurred by NHRA as a result of the failure of the participant to comply with the dispute resolution procedures provided in this Rulebook.
- 9) NHRA, NOPI, any racing facility, and all of their directors, officers, employees, agents or representatives have no liability to the participant, participant's personal representatives, assigns, heirs, and next of kin for any and all loss or damage and any and all claims or demands of any nature whatsoever including without limitation loss or damage to any property of the participant or property of others entrusted to the participant, whether caused by the negligence of any Releasee (as defined in Section 1.5.2 herein) or otherwise.
- 10) The participant will not initiate or maintain, directly or indirectly, any kind of civil court lawsuit related to any NHRA rule, regulation, agreement or decision, which lawsuit NHRA determines to be conduct detrimental to NHRA or the sport of drag racing. Factors considered in determining whether a lawsuit is deemed conduct detrimental to NHRA or to the sport of drag racing include, but are not limited to: the threat posed to maintaining the ability to conduct events and racing activities; the threat posed to the continued viability of the sport of drag racing; disruption to the orderly conduct of the sport of drag racing; damage to NHRA's business and reputation; loss of sponsorship opportunities; disruptions in sponsor relationships; damage to goodwill with vendors, sponsors, customers and members; damage to racing competition; adverse effects upon the insurability of the sport of drag racing, and other damage to NHRA or the sport of drag racing.
- 11) In order to preserve the sport of drag racing, and to preserve NHRA's ability to function and exist as a sanctioning body for drag racing, NHRA must and does rely on the foregoing covenant not to sue.

- 12) NHRA would be severely damaged by breach of the covenant not to sue set forth herein.
- 13) Taking into account the many circumstances affecting the sport of drag racing, and factors that cannot be foreseen and accurately predicted by NHRA and each participant, actual damages to NHRA resulting from breach of the covenant not to sue would be impracticable and extremely difficult to determine.
- 14) In the event of any breach of this covenant not to sue involving a lawsuit filed after May 1, 2004, unless the participant prevails in the participant's lawsuit, the participant:
 - a) May be subject to permanent or temporary suspension or exclusion from NHRA events; and
 - b) Must pay all of NHRA's attorneys' fees and costs related to the lawsuit, including but not limited to fees and costs for in-house counsel (payment must be made before participation, if eligible, in any NHRA event); and
 - c) Must pay any fine assessed by NHRA, up to \$250,000 (payment must be made before participation, if eligible, in any NHRA event).

1.3.3 Compliance with NHRA Rules, Regulations and Decisions

Participant compliance with all NHRA rules, regulations and decisions is required. NHRA has the right to take action against any participant for failure to comply with any decision, rule, or regulation of NHRA, including but not limited to failure to comply with the dispute resolution procedures set forth in the Rulebook. NHRA may in its sole and absolute discretion take the action it deems appropriate in response to any such failure to comply.

In addition to imposing any specific sanctions that may be identified herein, the action taken by NHRA may include permanent suspension from NHRA events and/or NHRA member track events; private admonishment; public admonishment; temporary suspension; probation; fines; loss of points won at various events; loss of prize money won at various events; disqualification from competition in an event or events; expulsion from an event; suspension from events; permanent exclusion from NHRA events and/or NHRA member track events; some combination of the foregoing; or such other actions as NHRA shall, from time to time, determine appropriate.

1.4 FINALITY OF DECISIONS BY EVENT DIRECTOR, DESIGNEES OR OTHER EVENT OFFICIALS

NHRA has provided for a means of review of various NHRA actions and rules. In general, however, there is no provision for review of decisions of the Event Director, the event director's designee(s), or other event officials (collectively "Event Officials"). The reason such review is not provided is to ensure that there can be finality with regard to events that are run. To provide for an appeal of all actions, inactions or decisions of Event Officials could result in a delay in the determination of literally every event. Such numerous and interminable delays would be disruptive to the sport and unacceptable to participants and spectators. While the decisions, actions or inactions of Event Officials are not appealable, NHRA reserves the right to reverse such decisions or review such actions or inactions on its own initiative if it determines, in its sole and absolute judgment, that such action is warranted.

Event Officials shall have the authority to suspend, disqualify or expel any participant from an event for violation of any of the decisions, rules, or regulations of NHRA. Because Event Officials may take actions which constitute continuing disciplinary action against participants, participants shall have the opportunity to appeal suspensions that last beyond the event in question, and

finances, as provided for herein. There is no opportunity to appeal disciplinary actions completed at an event such as suspension, expulsion or disqualification from the event.

1.5 ASSUMPTION OF RISK AND RELEASE AND WAIVER OF LIABILITY

1.5.1 Assumption of Risk

Drag racing is a dangerous sport that can result in serious injury or death. Participation in all aspects of the sport is voluntary. The ultimate responsibility for participant and vehicle safety lies with the participant, vehicle owner, driver and crew members.

The participant agrees that by entering an event, the participant has had the opportunity to inspect the event site and acknowledges that the event site is safe and suitable for racing. The participant also acknowledges that by participating in the event, the participant may suffer bodily injury or death or loss or damage to property. The participant further acknowledges that the participant has voluntarily assumed the risk of bodily injury or death or loss or damage to property and waives any claims for bodily injury or death or loss or damage to property against NHRA, its directors, officers, employees and agents, event officials, event sponsors, racetrack operators and other participants; discharges such persons and entities from responsibility for such losses; and covenants not to sue such persons and entities for bodily injury or death or loss or damage to property.

1.5.2 Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement

All participants shall be required as a condition of participation to sign all required entry forms, including but not limited to such releases as shall be required by NHRA and/or its insurers, consisting of the following or similar wording. Whether or not the participant signs such releases, the participant agrees to the terms set forth below and participant is hereby put on notice of such terms and makes such agreement either by receiving this Rulebook or by participating in the sport, or both.

In consideration of being permitted to compete, officiate, observe, work for, or participate in any way in the EVENT(s) or being permitted to enter for any purpose any RESTRICTED AREA (defined as the advance staging area, burnout area, competition area, shutdown area, staging lanes, return road area, and any other area within the barriers, fences and/or structures separating the general public from racing activities), EACH OF THE UNDERSIGNED, for himself/herself, his/her personal representatives, heirs, and next of kin:

1. Acknowledges, agrees, and represents that he/she has or will immediately upon entering any of such RESTRICTED AREAS, and will continuously thereafter, inspect the RESTRICTED AREAS, which he/she enters and he/she further agrees and warrants that, if at any time, he/she is in or about RESTRICTED AREAS and he/she feels anything to be unsafe, he/she will immediately advise the officials of such and will leave the RESTRICTED AREA and/or refuse to participate further in the EVENT(S).
2. HEREBY RELEASES, WAIVES, DISCHARGES AND COVENANTS NOT TO SUE the promoters, participants, racing associations, sanctioning organizations or any subdivision thereof, track operators, track owners, officials, vehicle owners, drivers, pit crews, rescue personnel, and persons in any RESTRICTED AREA, promoters, sponsors, advertisers, owners

and lessees of premises used to conduct the EVENT(S), premises and event inspectors, surveyors, underwriters, consultants and others who give recommendations, directions, or instructions or engage in risk evaluation or loss control activities regarding the premises or EVENT(S) and each of them, their directors, officers, agents and employees, all for the purposes herein referred to as "Releasees," FROM ALL LIABILITY TO THE UNDERSIGNED, his/her personal representatives, assigns, heirs and next of kin FOR ANY AND ALL LOSS OR DAMAGE, AND ANY CLAIM OR DEMANDS THEREFORE ON ACCOUNT OF INJURY TO THE PERSON OR PROPERTY OR RESULTING IN DEATH OF THE UNDERSIGNED ARISING OUT OF OR RELATED TO THE EVENT(S), WHETHER CAUSED BY THE NEGLIGENCE OF THE RELEASEES OR OTHERWISE.

3. HEREBY AGREES TO INDEMNIFY AND SAVE AND HOLD HARMLESS the Releasees and each of them FROM ANY LOSS, LIABILITY, DAMAGE, OR COST they may incur arising out of or related to the EVENT(S) WHETHER CAUSED BY THE NEGLIGENCE OF THE RELEASEES OR OTHERWISE.
4. HEREBY ASSUMES FULL RESPONSIBILITY FOR ANY RISK OF BODILY INJURY, DEATH OR PROPERTY DAMAGE arising out of or related to the EVENT(S) whether caused by the NEGLIGENCE OF RELEASEES or otherwise.
5. HEREBY acknowledges that THE ACTIVITIES OF THE EVENT(S) ARE VERY DANGEROUS and involve the risk of serious injury and/or death and/or property damage. Each of THE UNDERSIGNED also expressly acknowledges that INJURIES RECEIVED MAY BE COMPOUNDED OR INCREASED BY NEGLIGENT RESCUE OPERATIONS OR PROCEDURES OF THE RELEASEES.
6. HEREBY agrees that this Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement extends to all acts of negligence by the Releasees, INCLUDING NEGLIGENT RESCUE OPERATIONS and is intended to be as broad and inclusive as is permitted by the laws of the Province or State in which the EVENT(S) is/are conducted and that if any portion thereof is held invalid, it is agreed that the balance shall, notwithstanding, continue in full legal force and effect.

I HAVE READ THIS RELEASE AND WAIVER OF LIABILITY, ASSUMPTION OF RISK AND INDEMNITY AGREEMENT, FULLY UNDERSTAND ITS TERMS, UNDERSTAND THAT I HAVE GIVEN UP SUBSTANTIAL RIGHTS BY SIGNING IT, AND HAVE SIGNED IT FREELY AND VOLUNTARILY WITHOUT ANY INDUCEMENT, ASSURANCE, OR GUARANTEE BEING MADE TO ME AND INTEND MY SIGNATURE TO BE A COMPLETE AND UNCONDITIONAL RELEASE OF ALL LIABILITY TO THE GREATEST ALLOWED BY LAW.

1.6 LICENSURE; TECHNICAL INSPECTION; PROTEST PROCEDURES; RETENTION OF VEHICLES AND PARTS

1.6.1 NHRA License and Membership

A license issued by NHRA is to be used only by the driver to whom it is assigned and it is restricted to the categories listed on the license. The license is valid until its expiration date or until revoked by NHRA. The license is intended only to signify that the driver has demonstrated basic qualifications for drag racing classes up to and including the one in which the driver has qualified. The license

does not convey a right but rather conveys a revocable privilege to participate in events. See General Regulations Section 10:4 for when NHRA membership is required.

1.6.2 Technical Inspection

At a time and place and in a manner determined by Event Officials, prior to competition (including private test sessions), all vehicles and driver equipment must undergo a technical inspection, or have been inspected under the Extended Technical Inspection program. All determinations by Event Officials regarding the timing and method of technical inspection shall be final and not subject to appeal or review. Technical inspection assists Event Officials with determining, in their judgment, eligibility for participation in an event. The technical inspection does not ensure that the vehicle or any part thereof is safe. The technical inspection does not in any way change the fact that the driver, the crewmembers, and the vehicle owner are ultimately responsible for the safety and operation of the vehicle and equipment. By conducting a technical inspection, NHRA and its member tracks, NOPI, and each of their respective directors, officers, employees and officials, make no representations, warranties, or assurances that a technical inspection, including the review of any written information, will do any or all of the following:

- 1) Detect every or any problem with a vehicle, or a driver's personal equipment or clothing; or
- 2) Detect every problem with rule compliance; or
- 3) Prevent injury, death or property damage.

The participant agrees that participant bears the ultimate responsibility at all times to ensure the safety of participant's vehicle, equipment and clothing and compliance with all NHRA rules, regulations, and agreements, including but not limited to those contained in the Rulebook. The participant agrees that participant is in the best position to know about the construction and operation of participant's vehicle, equipment, and clothing, and whether there has been compliance with all NHRA rules, regulations and agreements, including but not limited to those contained in the Rulebook. Moreover, in the case of technical violations, the participant acknowledges, understands and agrees that the participant is charged with full knowledge of every component of participant's vehicle and that even if a third party (for example, an engine builder) has caused the participant's vehicle to be noncompliant, the participant will still be responsible for and charged with any applicable violation and sanction. Disclaiming knowledge of the particular part or parts, or disclaiming knowledge of the rule or rules, or disclaiming responsibility for the actions of the third party, will not be defenses to any violation or any sanction therefor. NHRA reserves the right at any time to inspect, seal for inspection, and/or tear down a participant's vehicle. Every vehicle is subject to such further technical inspection at any time before, during or after an event, at the time and in the place and manner directed by an Event Official. Not complying in full with any inspection request will result in disqualification for further competition and such other penalties as deemed appropriate by NHRA.

The weighing and measuring devices used by Event Officials shall be the standards that will determine an engine's or vehicle's compliance with the rules. Any latitude or tolerance must be made by the racer or engine builder. It is recommended that the following tolerances be observed by the participant to allow for a margin of error during inspection or teardown: Cylinder head or piston volume, 1 percent of 1 cc; deck clearance, .001-inch; overbore, .002-inch; vehicle weight, 1/2 of 1 percent or 20 pounds.

Contestants in all classes calculated by weight to cubic inch must claim calculated engine displacement to determine exact vehicle weight on window sticker. Any engine changes made must be reported to the NHRA Technical Department for proper registration before any further runs are made. After a competitor's vehicle has been inspected and classified, no changes of class are permitted.

In order to facilitate technical inspection, NHRA may, from time to time, accept certain products as having met minimum requirements for technical inspection, test certain elements of vehicles, and certify compliance of such elements as complying with minimum requirements for technical inspections, and take other similar actions. The acceptance or certifications made by NHRA are for the sole purpose of communicating compliance to NHRA technical inspectors, and shall not constitute any warranty, express or implied, including without limitation any warranty of merchantability or fitness for a particular purpose. NHRA intends no other representation by such actions and specifically disclaims any liability or responsibility for any reliance by any person or entity upon such representations, including but not limited to any incidental or consequential damages that might be claimed as a result of reliance upon such representations.

As a general rule, unless optional performance equipment or a performance modification is specifically permitted by this rulebook, it is prohibited.

1.6.3 Chassis Inspection

Chassis inspection and certification is a service offered by NHRA, in express consideration of and subject at all times to all of the following terms and conditions. By submitting a chassis for inspection, owning or driving a vehicle which has had its chassis certified, or otherwise participating in the sport of drag racing, all participants acknowledge and agree to the following terms and conditions regarding chassis inspection and certification. Whether or not the participant or an otherwise affected party signs any documents in connection with chassis inspection or certification, the participant or otherwise affected party agrees to the terms set forth below and each is hereby put on notice of such terms and makes such agreement either by receiving this Rulebook or participating in the sport, or both. The foregoing and following terms govern all NHRA chassis inspections:

1. Participant will not operate a vehicle or allow it to be operated at a weight in excess of the "Maximum Permitted Weight" or at an elapsed time less than the "Quickest Permitted e.t." for which the chassis is certified, or otherwise not in compliance with any NHRA rule, regulation or agreement.
2. If at any time a vehicle does not comply with current NHRA Chassis Certification requirements, it will not be operated in any manner at an NHRA track, NHRA member track, or anywhere at all outside a repair garage, until required repairs have been completed and certification or recertification is obtained.
3. NHRA Chassis Certification and/or inspection (a) is undertaken for the limited purpose of allowing NHRA to satisfy itself that the chassis, at the time of inspection, appears to comply with NHRA rules governing chassis construction, as this is a requirement for the vehicle being allowed to operate at NHRA or NHRA Member track events (including private test sessions); (b) does not constitute a certification for use at any location other than an NHRA track or NHRA member track; (c) does not constitute a warranty or guaranty of any kind, including without limitation a

warranty or guarantee that the vehicle, including its chassis, is free of defects, latent or otherwise, or that the vehicle as finally constituted is or will be safe to operate; and (d) that the inspection is limited to the chassis only, as "chassis" is defined in NHRA rules.

4. Drag racing is a dangerous sport. There is no such thing as a guaranteed safe drag race. Drag racing always carries with it the risk of serious injury or death in any number of ways. This risk will always exist no matter how much everyone connected with drag racing tries to make our sport safer. Although NHRA works to promote and enhance the safety of the sport, there are no guarantees that such safety measures will guarantee or ensure safety. The participant always has the responsibility for the participant's own safety, and by participating in drag racing, the participant accepts all risks of injury, whether due to negligence, vehicle failure, or otherwise. If at any time a participant does not accept these risks, the participant agrees not to participate in drag racing.
5. No liability or duty to third parties, express or implied, is undertaken or assumed by NHRA or its Member Tracks, or NOPI, regarding any Chassis Certification or any use of a vehicle that contains a certified chassis.
6. Responsibility for the proper construction, rule compliance, and performance of a vehicle and its chassis rests with the participant at all times. If injury or death to participant or another person results from operation of the vehicle, participant releases, waives and indemnifies NHRA from and against any resulting claim against NHRA in accordance with the Administration Procedures and Appeals Section of the applicable NHRA Rulebook.

1.6.4 Retention of Vehicles and Parts

Participant hereby grants NHRA, its member tracks, and each of their agents and assigns, full and unconditional permission to collect and retain vehicles, parts of vehicles, equipment, or any other items used in conjunction with participation that are owned by or in the possession of participant or present at an event (collectively "Items"), including such Items that may be relevant incident to the investigation of an accident; the inspection or testing of such Items; or for any other purpose. NHRA may exercise this right to take and retain Items at any time when NHRA determines in its sole and absolute discretion that such actions are necessary. When an Item is suspected of being out of compliance with an NHRA rule, or when an Item has been involved in an incident, NHRA may in its sole and absolute discretion collect and retain such Items if NHRA believes it necessary to do so to further investigate, make a final determination, and/or preserve evidence, all in NHRA's sole and absolute discretion. At any time that NHRA collects and retains Items, NHRA will try to safeguard such Items and return such Items when NHRA has completed its work with them, but NHRA makes no representations or warranties that the Items will not be lost, damaged, destructively tested, destroyed or otherwise affected. The rights granted to NHRA in this subsection shall also apply to any NHRA member track if deemed necessary by the member track officials.

1.6.5 Protest Procedures

Contestant protests must be filed with the proper officials the day prior to eliminations of that category or as outlined in writing before a protest will be accepted. Protests by Event Officials may be entered at any time during the event at no charge.

Protests must be accompanied by a protest fee as outlined below. Protest fee, minus Technical Department expenses, will be forfeited to the vehicle owner if the protested vehicle is found in compliance with the requirements of its class of competition. If an inspection proves a protested vehicle to be out of its proper class, fees will be refunded, less expenses, and the non-compliant entry will be subject to action as the Event Officials or Technical Department may impose, including possible disqualification, fines, suspension, and/or revocation of competition privileges.

A protested engine must be disassembled for inspection and reassembled by the vehicle owner and/or crewmembers. Failure or refusal to disassemble an engine upon demand from an Event Official will result in the removal of the vehicle from further competition and is cause for removal of the vehicle, owner, driver, and crewmembers from the racing facility and such other or further penalties as deemed appropriate by NHRA.

Sport Compact category protest fees:

Cubic inch check (without removing head)	\$250
Bore and stroke only (with head removed)	\$500
Electronic devices	\$600

Contestant protests may only be filed by a driver or registered vehicle owner competing in the same event and in the same eliminator category, as the vehicle being protested. NHRA reserves the right to reject any protest filed that it determines, in its sole and absolute discretion, is frivolous or intended to harass another competitor or to otherwise gain some unfair competitive advantage.

1.7 SUBSTANCE ABUSE POLICY

Enhancing the safety and integrity of NHRA drag racing is of paramount concern to the National Hot Rod Association (NHRA). Substance abuse is fundamentally inconsistent with increased safety and with the integrity of a drag racing program. Accordingly, NHRA has established this Substance Abuse Policy.

Individuals applying for a competition license or participating in NHRA national or member track events shall be deemed to have consented to any tests for prohibited substances and alcohol required by the NHRA or its designated administrator. As a condition of continued participation and/or the retention of a competition license, all drivers and officials must comply with the Substance Abuse Policy and submit to such testing procedures as may be conducted from time to time at the sole discretion of the Independent Drug Program Administrator (IDPA). Violation of the Substance Abuse Policy, or failure or refusal to submit to testing and honestly participate in any testing procedure, will result in immediate disciplinary action, which may include the cancellation of a competition license and/or denial of the privilege to participate in any NHRA sanctioned or member track event.

I. Prohibited Acts and Substances:

- A. NHRA drivers and officials are prohibited from consuming, possessing, ingesting, or otherwise using prohibited substances.
 1. Prohibited substances are those substances which may adversely affect the safety or integrity of the sport of drag racing and are identified as follows: amphetamines, cocaine, marijuana, opiates, and phencyclidine (PCP).
 2. The list of prohibited substances is subject to change upon the publishing of advance notice not less than ninety (90) days prior to such change.

- B. At any time when involved in racetrack activities, drivers and officials are prohibited from being under the influence of alcohol.
1. There shall be a "zero tolerance" policy with regard to alcohol. Any driver or official discovered to have a measurable blood alcohol content during racetrack activities shall be deemed under the influence of alcohol and shall be immediately barred from any further involvement or participation in the event. Further, he or she will be subject to disciplinary action as provided for in this Substance Abuse Policy.
 2. Nothing contained above shall preclude NHRA officials from determining that a person, without a measurable blood alcohol content, is physically unfit to participate in an NHRA event or from taking such action as the NHRA deems appropriate.

II. Random-Selection Testing:

Drivers and officials may be required to submit to urine, blood, breath, and/or saliva testing. Unannounced random tests of drivers and officials for prohibited substances and alcohol will be conducted from time to time at the sole discretion of the Independent Drug Program Administrator (IDPA). Individuals who are not selected for random tests, but who wish to voluntarily submit to testing, shall be subject to the same requirements and penalties as those who are randomly selected.

- A. Driver selection shall be made at random, with all drivers having an equal chance of selection.
- B. Race officials involved with safety or the outcome of an event shall also be subject to random testing each time random testing for drivers is conducted.

III. Reasonable-Suspicion Testing:

- A. Drivers and officials may be required to submit to urine, blood, breath, and/or saliva testing if there exists reasonable suspicion that a person may be under the influence of a prohibited substance and/or alcohol during any racetrack activity.
- B. In addition, a driver or official may be required to submit to a urine, blood, breath, and/or saliva test following any incident or accident involving injury, death, or property damage.

IV. Independent Drug Program Administrator:

- A. NHRA will designate an Independent Drug Program Administrator (IDPA) to design and implement the Substance Abuse Program nationwide.
- B. Detailed guidelines for the implementation and administration of the Substance Abuse Program are provided in the NHRA Drug Testing Policy and Procedure Manual, which is hereby incorporated in this Substance Abuse Policy by reference. Copies are available upon request.

V. Testing Laboratory:

- A. All specimen testing will be conducted at a laboratory or laboratories selected by the Independent Drug Program Administrator (IDPA) and conducted according to testing methodologies outlined in the NHRA Drug Testing Policy and Procedure Manual.
- B. Any testing laboratory used must conform to the standards established by the U.S. Department of Health and Human Services.

VI. First Positive Test Result:

Results of a first positive test will be presented to the Medical

Review Officer (MRO), a licensed physician selected by the Independent Drug Program Administrator (IDPA).

A driver or official who, for the first time, tests positive for a prohibited substance or alcohol will be notified of the test results and directed, by the Medical Review Officer (MRO) to participate in counseling and/or treatment from a substance abuse professional approved by the Medical Review Officer (MRO). The driver or official shall be required, within 7 days of such notification, to 1) report to an approved substance abuse professional for evaluation as directed, and 2) voluntarily submit to urine, blood, breath, and/or saliva testing which yields a negative test result for a prohibited substance or alcohol. Should such driver or official refuse or fail, within the time specified, to fully comply with the requirements listed above, NHRA will be notified of the verified positive result and the MRO referral to a substance abuse professional. The driver or official will then immediately be suspended from participation in any NHRA event until the requirements listed above are fully complied with. Thereafter, should the driver or official refuse or fail to participate in the directed treatment program or fail to successfully adhere to all treatment program requirements, such refusal or failure shall be reported by the Medical Review Officer (MRO) or Independent Drug Program Administrator (IDPA) to the NHRA and shall be deemed a first reported violation.

VII. First Reported Violation:

A first reported violation shall be deemed a violation of the provisions of Section I of this policy. The penalties for a first reported violation shall be:

1. Suspension from participation in any NHRA Championship Drag Racing sanctioned event and any NHRA member track event for a period of one (1) year.
2. A fine of \$2,500. All fines must be paid, in full, before the privilege of participation will be reinstated.

In addition to the invoked penalties, the driver or official will be required to complete the treatment and/or counseling recommended by the substance abuse professional prior to resuming participation in any NHRA events.

VIII. Second or Subsequent Positive Test Result:

Results of a second or subsequent positive test will be presented to the Medical Review Officer (MRO). Upon receipt, the Medical Review Officer (MRO) or Independent Drug Program Administrator (IDPA) shall report the second or subsequent positive test result to NHRA, which shall be deemed a second or subsequent reported violation.

IX. Second or Subsequent Reported Violation:

A second or subsequent reported violation shall be deemed a violation of Section I of this policy.

The penalty for a second or subsequent violation shall be permanent suspension from participating in any NHRA Championship Drag Racing sanctioned event and any NHRA member track event.

X. Noncompliance:

A driver or official who commits any of the following acts or omissions shall be deemed to be in noncompliance of the Substance Abuse Policy. For a first-time noncompliance, such driver or official shall be subject to the same penalties imposed under Section VII; for a second or subsequent noncompliance, the penalties imposed under Section IX shall apply. Noncompliance shall be:

1. Refusing to submit to a urine, blood, breath, and/or saliva test under any provision of this policy;
2. Attempting to or falsifying, altering, or otherwise tampering with any test sample;
3. Attempting to or falsifying, altering, or otherwise tampering with any documentation related to this Substance Abuse Policy;
4. Attempting to or withholding required information;
5. Refusing or failing to comply with any other procedures related to the Substance Abuse Program Testing.

XI. Appeals:

- A. Except as otherwise provided herein, applicable provisions of this NHRA Rulebook regarding appeals shall apply.
- B. Appeal of disciplinary actions levied under this policy:
 1. Appeal of disciplinary actions imposed by NHRA must be made, in writing, and within thirty (30) days of notification of the penalty, to the NHRA, c/o Appeals. Specific procedures for such an appeal are provided elsewhere in this NHRA Rulebook.
 2. There shall be no provision to allow a person to participate in any NHRA Championship Drag Racing sanctioned event or member track event while appealing a suspension related to the use or abuse of a prohibited substance or alcohol.
- C. Any Notice of and Grounds for Appeal brought under this Substance Abuse Policy shall include a \$1,500 filing fee, which shall be nonrefundable unless the Appeals Panel decides the appeal in favor of the participant.

XII. Release of Information:

NHRA reserves the right to release and disclose the results of any substance abuse test performed under this policy, details pertaining to the violation, together with any medical information, conclusions, and interpretations related to such test results or the performance of such tests.

XIII. Waiver and Hold-Harmless Agreement:

Each participant hereby agrees to hold harmless NHRA, its directors, officers, employees and officials, the racetrack operator and event sponsors, the Independent Drug Program Administrator (IDPA), and all other persons involved in the administration of the program, and agrees to waive all claims against such persons for any damages, losses, or expenses of any kind that might result directly or indirectly from the NHRA Substance Abuse Policy or its implementation, including, but not limited to, actions that NHRA might take in reliance upon information produced through the Substance Abuse Testing Program.

For more information, call First Lab, Independent Drug Program Administrator, (800) 732-3784; in Canada, (215) 540-1651.

1.8 RULE ENFORCEMENT; REVIEW AND APPEALS; EXCLUSIVE MECHANISM FOR DISPUTE RESOLUTION

1.8.1 Actions Against Participants – Initial Action

If NHRA is made aware of a violation of the decisions, rules, or regulations of NHRA, NHRA shall determine whether action by NHRA is warranted. Before taking action against a participant NHRA shall, to the extent reasonably practicable, conduct an inquiry concerning the alleged violation, including the collection of relevant information. Where reasonably practicable NHRA will obtain a statement from the participant before taking action

however, it shall not be necessary to receive a statement from the participant prior to initiating action against the participant. Having conducted a review of the information, NHRA shall take whatever action it shall, in its sole and absolute discretion, deem appropriate. NHRA may take immediate action against a participant if NHRA deems such action necessary (e.g., because of danger to participants, spectators, or property, or to avoid continuing violations). Such action may include suspension, disqualification or expulsion of the participant from an event and the event site.

1.8.2 Statement of Action Against Participant

When action is taken against a participant a Statement of Action Against Participant will be issued in due course by the Technical Department or another appropriate NHRA department or official depending upon the nature of the alleged violation of any decision, rule or regulation, or of any sanction.

The Statement of Action Against Participant shall outline the violation. The participant will have the opportunity to respond to the Statement of Action Against Participant as described below. No action taken by NHRA shall be automatically delayed pending issuance of the Statement of Action Against Participant, however, NHRA may, in cases where immediacy is not required, provide a reasonable delay in implementation of any action or sanction so that the participant may respond (as outlined below) to the Statement of Action Against Participant before implementation of the action or sanction.

1.8.2.1 Stay Pending Appeal

A participant who is eligible to and does appeal a suspension or termination of the opportunity to participate in NHRA events, or a fine, may request a stay of the action, in writing, until the review or appeal is concluded. Requests should be sent to NHRA Review/Appeals; P.O. Box 5555; Glendora, CA 91741-4602, or if by carrier requiring a street delivery address, to NHRA Review/Appeals; 2035 Financial Way; Glendora, CA 91741.

NHRA will respond in writing and may grant, grant with conditions, or deny the stay in its sole and absolute discretion. Points or awards obtained during a stay may be lost if the appeal is not successful or if otherwise deemed appropriate by NHRA. NHRA may revoke a stay during the pendency of the review or appeal if NHRA deems such revocation appropriate and in the best interests of NHRA or the sport of drag racing. A participant suspended, disqualified or expelled from an event will not be permitted to compete at the same event by filing an immediate request for review or appeal.

1.8.2.2 Compliance and Publication

Except during the pendency of a stay as provided in Section 1.8.2.1 above, if a participant is required to pay a fine or take any remedial action, the participant may be suspended from NHRA events and/or NHRA member track events until the fine is paid or the remedial action taken. Failure to pay fines or take remedial action in a timely fashion may result in additional action being taken by NHRA. NHRA may deduct fines owed by the participant to NHRA from any prize money owed to a participant.

NHRA at all times may publish on NHRA.com and or on NOPI.com information regarding all or part of any Statement of Action Against Participant, including without limitation suspension, disqualification, expulsion and/or fines, and all related items including appeals and results of appeals. Publication may occur whether or not an appeal may be or has been filed. Participants agree that they shall not initiate any legal action against NHRA as a result of any such publication.

1.8.3 Actions Against Participants – Participant’s Response

As a first step in the appellate process regarding any appealable violation of any NHRA rule, regulation or decision, the participant may respond, in writing, which writing must be received by NHRA within ten (10) business days of the date of the Statement of Action Against Participant, to the Statement of Action Against Participant, explaining the participant’s position and the basis therefor (“Participant’s Response to Statement of Action Against Participant”). If the participant submits a Participant’s Response to Statement of Action Against Participant, NHRA will evaluate it, and NHRA may, in its sole and absolute discretion, modify the action to be taken against the participant if it determines that a different action or no action is warranted. Within ten (10) business days of NHRA’s receipt of the Participant’s Response to Statement of Action Against Participant, NHRA shall respond to the Participant’s Response to Statement of Action Against Participant in writing, unless NHRA requires more time to conduct any investigation or analysis it deems necessary, in which case NHRA shall respond as promptly as practicable under the circumstances. (“NHRA’s Response to Statement of Action Against Participant”). If applicable, NHRA’s Response to Statement of Action Against Participant shall advise the participant of participant’s right to further appeal the decision, as set forth below.

1.8.4 Actions Against NHRA; Appeal Of NHRA Decisions

As stated in Section 1.4 above, decisions of Event Officials as described in Section 1.4 shall not be subject to review or appeal. In addition, rule changes that are technical in nature (e.g., acceptable and/or mandatory parts and/or modifications, changes made to address safety issues, changes made to equalize performance or control performance, changes made to balance competition) shall not be subject to review or appeal. Whether a rule change is technical in nature and not subject to review or appeal shall be determined in the sole and absolute judgment of NHRA.

Other than as set forth above, if an individual or other entity is directly affected by and is the subject of a decision, ruling, action, or failure to act of NHRA, including but not limited to disciplinary action, the individual or entity will be allowed to appeal the decision, ruling, action or failure to act of NHRA. Such appeals shall be undertaken as provided in this Section 1.

At any stage of appeal, the panel reviewing the decision, ruling, action or failure to act at issue shall not include individuals who were involved in the initial decision, ruling, action or failure to act or individuals who have a personal interest in the decision of the reviewing panel.

Failure to comply with any appeal procedure herein will constitute a waiver of the appeal associated with the procedure and any subsequent review or appeal. For participants who have received a Statement of Action Against Participant, the first step in the appellate process is submission of the Participant’s Response to Statement of Action Against Participant, as set forth in section 1.8.3 above. For participants appealing a decision of NHRA for which no Statement of Action Against Participant was issued, the first step in the appellate process is submission of the Notice of and Grounds for Appeal, as set forth in section 1.8.5 below.

1.8.5 Notice Of and Grounds for Appeal

If a participant has received and responded in writing to a Statement of Action Against Participant, and wishes to appeal an appealable decision set forth in NHRA’s Response to Statement of Action Against Participant, the participant must submit a written Notice of and Grounds for Appeal to NHRA so that it is received by NHRA within ten (10) business days of the date of NHRA’s Response to Statement of Action Against Participant. The

Statement of Action Against Participant will indicate the person or department of NHRA to whom the response should be directed.

For those participants appealing a decision of NHRA for which no Statement of Action Against Participant was issued (for example, a decision not involving a disciplinary or rule violation matter), the participant must submit a written Notice of and Grounds for Appeal so that it is received by NHRA within fifteen (15) calendar days of the date of the NHRA action the participant wishes to appeal.

The Notice of and Grounds for Appeal should be addressed to NHRA Review/Appeals; P.O. Box 5555; Glendora, CA 91741-4602, or if by carrier requiring a street delivery address, to NHRA Review/Appeals; 2035 Financial Way; Glendora, CA 91741.

The Notice of and Grounds for Appeal must state specifically what decision or action is being appealed and the grounds for the appeal (i.e., why the decision or action should be changed). The Notice of and Grounds for Appeal shall include a filing fee pursuant to the schedule shown below.

Substance Abuse	\$1,500
All other matters	\$1,000

If the participant seeking review prevails in total, then the filing fee shall be refunded in total. Otherwise, there shall be no refund, and NHRA or the appellate panel may assess NHRA's and the panel's costs on appeal against an appealing participant who does not prevail, which costs must be paid before further participation in NHRA drag racing as set forth in Section 1.8.2.2.

The Notice of and Grounds for Appeal should include, to the maximum extent possible, all documents and other evidence that the participant believes substantiates the participant's position and that the participant wishes to have considered by NHRA. The Notice of and Grounds for Appeal should include the following:

- A summary of the underlying facts
- The grounds for the appeal including why the appeal is being made
- The issues to be reviewed
- The rule(s), decision(s) or action(s) involved
- The identity of any witnesses, and what each witness would be expected to say, and/or witness statements
- Any citations from the Rulebook or elsewhere that participant believes are relevant
- Other information that the participant believes relevant.

Within fifteen (15) calendar days of receipt of the Notice of and Grounds for Appeal, the appropriate NHRA representative(s) shall submit the following, and provide a copy of the same to the appealing participant:

- A summary of the underlying facts, including the background and prior proceedings (if any) and the basis for the original decision
- The issues to be reviewed
- The rule(s), decision(s) or action(s) involved
- The identity of any witnesses, and what each witness would be expected to say, and/or witness statements
- Any citations from the Rulebook or elsewhere believed to be relevant
- Other information believed relevant

1.8.6 Review Panel

Within thirty (30) calendar days of NHRA's receipt of any Notice of and Grounds for Appeal, at least three members of the standing NHRA Review Panel (which members shall be referred to as the "Reviewing Panel") shall convene and shall review the existing record,

including all evidence and materials submitted by the participant with participant's Notice of and Grounds for Appeal and all evidence and materials submitted by the appropriate NHRA representatives.

The Reviewing Panel shall review the Notice of and Grounds for Appeal. The procedure followed by the Reviewing Panel shall be informal, shall be guided by the chair of the Reviewing Panel, and shall be conducted with the goal of promptly and fairly reaching resolution of the appeal. The Reviewing Panel may, if it deems it appropriate, arrange a meeting or conference call with the aggrieved participant and/or the other concerned parties or witnesses, and also may question witnesses, call additional witnesses, call for additional information or evidence, and/or conduct informal investigation outside the hearing. The appealing participant and other participants called on for information shall cooperate with the Reviewing Panel's requests and shall be subject to discipline for failure to cooperate. The Reviewing Panel shall not be required to follow formal or statutory rules of evidence or procedure.

The Reviewing Panel may take such action as it deems appropriate, including but not limited to increasing or decreasing penalties that have been imposed by NHRA. Within thirty (30) calendar days of the completion of its review, the Reviewing Panel shall render its decision in writing to the appealing participant ("Review Panel Decision").

1.8.7 Final Appeal

If the participant alleges the Review Panel Decision was in error, the participant may submit a Notice of Appeal of Review Panel Decision which must be received by NHRA within ten (10) business days of the date of the Review Panel Decision. This is the third stage of review for those appealing a decision where a Statement of Action Against Participant was rendered, and the second stage of review for others. This stage of review shall be the final appeal ("Final Appeal").

The Notice of Appeal of Review Panel Decision submitted by the appellant must contain all information on which the appellant relies for the appeal including without limitation a list of witnesses and evidence to be presented at the Final Appeal Hearing, and must state all reasons why the appellant is seeking further appeal including any errors claimed by appellant to have been made by the Review Panel.

The Notice of Appeal of Review Panel Decision should be addressed to NHRA Review/Appeals; P.O. Box 5555; Glendora, CA 91741-4602, or if by carrier requiring a street delivery address, to: NHRA Review/Appeals; 2035 Financial Way; Glendora, CA 91741.

After receipt of a Notice of Appeal of Review Panel Decision, NHRA will appoint a three-member appellate panel comprised of the following: One member of NHRA's management staff, and two members of the racing community who are not current NHRA employees ("Final Appeal Panel"). The non-NHRA employee members of the Final Appeal Panel shall meet the following requirements: (a) they shall not have been involved as a competitor of the participant in NHRA events in the given calendar year; (b) they shall not have a personal financial interest in the outcome of the Final Appeal; and (c) they shall not have an actual conflict of interest with the appealing participant.

The appealing participant shall have five (5) business days after the date of disclosure of the identities of the members of the Final Appeal Panel to object, if the participant chooses, to the composition of the Final Appeal Panel in writing and stating the grounds for such

objection. NHRA shall have fifteen (15) business days to respond to such objection, if any, by either reconstituting the Final Appeal Panel or by rejecting the objection as untimely or unfounded.

The decision of the Final Appeal Panel shall be final and binding on all of the parties and not subject to further review.

The Final Appeal Panel shall set a time and place for the Final Appeal Hearing. The Final Appeal Hearing must be attended in person by the appealing participant at the appealing participant's sole cost and expense. The Final Appeal Panel shall inform the appellant of the date, time, and place for the Final Appeal Hearing and shall attempt to accommodate scheduling conflicts. The date of the Final Appeal Hearing shall be no more than thirty (30) calendar days from the date of NHRA's receipt of the Notice of Appeal of Review Panel Decision. No later than 10 days prior to the date of the Final Appeal Hearing, NHRA shall provide the appellant and the Final Appeal Panel with a list of witnesses and evidence to be presented at the Final Appeal Hearing. Either party may supplement with further information but all efforts should be made to be complete at the party's designated time to provide information.

Prior to the Final Appeal Hearing the Final Appeal Panel will review whatever information has been provided to it by each side. At the Final Appeal Hearing, the appealing participant may appear on participant's own behalf or may be represented by counsel. The appealing participant and NHRA may present witnesses and documentary or other evidence. All witnesses, including the appealing participant, may be questioned by the Final Appeal Panel. The appealing participant and the NHRA representative(s) may also review the evidence presented against each side and may question adverse witnesses. The Final Appeal Hearing will proceed, in general, as follows:

- Introduction of Final Appeal Panel
- Statement by NHRA representative(s) regarding issue at hand
- NHRA witnesses and evidence
- Statement by appellant of basis for appeal
- Appellant's witnesses and evidence
- Responsive statements and evidence by each party, as necessary

The Final Appeal Hearing proceeding is informal and shall not be conducted as an adversary proceeding. The Final Appeal Panel shall determine the most effective procedures for developing the relevant facts and arriving at a conclusion. The Final Appeal Panel may question witnesses, call additional witnesses, call for additional information or evidence, and/or conduct informal investigation outside the hearing. The appealing participant and other participants called on for information shall cooperate with the Final Appeal Panel's requests and shall be subject to discipline for failure to cooperate. The Final Appeal Panel shall not be required to follow formal or statutory rules of evidence or procedure. In considering an appeal, it may be necessary for the Final Appeal Panel to call various participants to appear at the Final Appeal Hearing. Failure to comply with a request by the Panel to appear at such a hearing shall subject a participant to disciplinary action as may be determined appropriate by NHRA.

At the conclusion of the Final Appeal Hearing, the Final Appeal Panel may render a decision or may take the matter under advisement and render a decision at a later date. The decision of the Final Appeal Panel shall be rendered within 30 days of the Final Appeal Hearing unless additional time is required by the Final Appeal Panel to gather important and relevant information. The decision of the Final Appeal Panel shall be in writing and shall state the basis of the decision. The Final Appeal Panel may take such

action as it deems appropriate, including but not limited to increasing or decreasing penalties that previously have been imposed.

The participants to the appeal agree that the determination of the Final Appeal Panel shall be final and shall not be further appealable to the NHRA or to any court, it being agreed that the dispute resolution procedures provided for herein are the exclusive remedy for the redress of grievances. However, if and to the extent that the Final Appeal Panel makes any ruling that changes the results of races, the awarding of points or the awarding of prize money, that portion of the decision must be approved or disapproved by the President of NHRA.

1.9 PUBLICITY

In consideration of being allowed to enter and by being issued credentials to an NHRA event or an event at an NHRA member track, the vehicle owner, the vehicle driver, crewmembers, extra crewmembers, advertisers, sponsors, and other holders of event credentials (the "participants") agree as follows:

- 1) All rights to advertising, promotion, filming, recording, exhibition, and other exploitations of the event, the participants and vehicles entered in the event, and their activities at the site of the event before, during, and after the event and reasonably related to the event, reserved to NHRA and its assigns;
- 2) Participants hereby grant NHRA and its assigns (a) full and unconditional permission to make still or motion pictures and any other type(s) of audio or visual recordings of their and their vehicle's participation in the event and their activities at the site of the event before, during, and after the event and reasonably related to the event; and (b) the exclusive, worldwide and perpetual rights to use the same, together with their names, likeness, and biographies of participants, and the names, likeness, and date of, or relating to, their entered vehicles for publicity, advertising, exhibition or exploitation, whether or not for profit, in print, audio, video, and other communications media by reproduction and sale or other distribution by any and all means now known or hereafter developed;
- 3) Participants agree: (a) that, without the prior written consent of NHRA, they shall not take any still or motion pictures or make any audio or visual recording of the event, participants therein, or activities at the site of the event for use other than personal, in-home use of the participant, or cause or permit others to do so or to use the same; (b) that NHRA shall have exclusive, worldwide, perpetual, and universal use of any pictures or recordings made or used in violation of this paragraph; and (c) that NHRA shall be irreparably harmed by the making or use of such pictures or recordings in such fashion without such permission.
- 4) Participants agree that, without the prior written consent of NHRA, they shall not offer for sale, sell, give away, or otherwise distribute at the site of the event any token, any souvenir, any product, or thing of value, or permit others to do so, and that NHRA shall be irreparably harmed by a violation of this paragraph.

1.10 PROPRIETARY RIGHTS

NHRA owns all rights in the "National Hot Rod Association" and "NHRA" name and marks, which are registered with the United States Patent and Trademark Office (Registration Nos. 2,220,219; 2,221,363; 1,293,428; and 1,295,041). In addition, the names National Hot Rod Association, NHRA, NHRA POWERade Drag Racing Series, NHRA Lucas Oil Drag Racing Series, NHRA Summit Racing Series, NHRA Championship Drag Racing, NHRA Sport Compact, NHRA SportCompact, the "Wally" name and trophy, Countdown to the Championship and its variations and other names used by NHRA, and all NHRA trademarks, service marks and trade names, as well as all associated marks, logos, designs, emblems, slogans and indicia, and

the images and sounds created by and used by NHRA racing and events (collectively “NHRA Property”), are the property of NHRA or used by permission. The NHRA Property (or any colorable imitation, variation or adaptation thereof) is subject to federal and state statutory and common law trademark and copyright protections. Use of any NHRA Property without permission is prohibited. Racers and race teams are granted a non-exclusive license with no right of assignment or sublicense to use the “National Hot Rod Association” and “NHRA” marks, and Series marks as specified and required in this Rulebook, on certain items such as team uniforms and race vehicles, for race team use solely in connection with NHRA racing and events and not for use on point of sale materials or any item that is sold or resold unless pursuant to a separate written license agreement with NHRA. For guidance on permitted logo usage consult the NHRA Marketing Department. Commercial use of any NHRA Property without permission is strictly prohibited. All use of NHRA Property shall inure to the benefit of NHRA.

Photo credentials governed by NHRA Photo Policy; strict compliance required; noncompliance may result in permanent denial of credential requests. Policy available from NHRA Media, (626) 914-4761. Media photography restricted to news use only. Commercial photography of any means or nature without prior written consent of NHRA prohibited. To inquire about license/access agreements or to license footage, contact Jim Trace, jtrace@nhra.com.

Any commercial activity on site at an NHRA event is subject to the approval of NHRA and may be discontinued, and the participating parties made to leave the premises, if the activity is not approved or deemed not in the best interests of the sport.

1.11 CONTINGENCY AWARDS

All competitors have the opportunity to participate in NOPI’s contingency programs.

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

1. Must be exact size and design of company’s contingency decal (36-square-inch maximum).
2. One decal required for each product posting if applicable, prominently positioned on outer surfaces, clearly visible on both sides of vehicle beginning with the first round of eliminations. Decals placed on vehicles once eliminations have begun will not be granted verification. Stacking requires sponsor’s permission to ensure eligibility for advertised awards (contact sponsor).
3. Exact facsimile of sponsor’s contingency decal (size, color, design) required if painted-on version is used (contact sponsor).
4. For each category posting, only one decal is permitted. Decals from competing companies for the same product will void all claims for the product.
5. Knowingly claiming a product(s) that is/are not in use on the vehicle for which the claim was made is defined as a fraudulent claim.

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

Decals are available from the product manufacturer. Eliminator winners and runners-up must submit to a product and decal verification in the manner required by NOPI’s Technical staff in its sole and absolute discretion.

RACE PROCEDURES

NHRA COMPETITION NUMBERS

Contestants in Pro RWD, Pro FWD, Modified, Hot Rod, All Motor, Power Street, Turbo Street, and Unlimited Street are required to display their NHRA-issued competition license number. Numbers are issued to drivers only and are available from NHRA. Racers must have a separate number for each eliminator category.

BURNOUTS

All pre-race burnouts are restricted to designated areas, using water only. If a contestant's car should break on a burnout and cannot back up or be pushed back, it is not permitted to turn on the track and drive back to the starting line. Crossing the centerline during a burnout is not a disqualification. Fire burnouts are strictly prohibited. No person is permitted to hold or touch cars during burnouts.

At all NHRA sanctioned sport compact events, cars in heads-up categories are allowed one burnout across the starting line. Length and time duration must be reasonable and in concert with the opponent's procedures. Power Street, Turbo Street, Unlimited Street, and E.T. bracket racers may not cross the starting line on any burnout.

STAGING

Once a car reaches the front of the staging lanes for a run, it must be prepared to fire and race. To be a legitimate race winner, a contestant's car must self-start and self-stage. This rule also applies to single runs. Push-starting or push-staging any vehicle is prohibited. Staging must be done under the vehicle's own engine power. If the opponent has been sent on a single run, the car losing fire may not restart, and the run is forfeited.

The application or use of any device, mechanical or electronic, that permits the driver to ascertain the position of his or her vehicle in relation to the starting line is prohibited. Only visual observation of track equipment may be used to ascertain the vehicle's position.

The practice referred to as "deep staging" is permitted in all categories; however, the word "DEEP" must appear on the windshield and side windows of the vehicle. When staging for any of the heads-up categories, both contestants must activate their pre-stage lights before either may advance into the stage beams. In the heads-up categories, if both drivers of a race leave the line before the start system is activated, the driver leaving first is disqualified — if unable to determine who left first, both drivers are disqualified. A driver on a single run would advance; however, any e.t.s posted would be void for lane choice or other considerations. **THE FINAL STAGING MOTION, USING APPLIED POWER, MUST BE IN A FORWARD MOTION, GOING FROM PRE-STAGE TO STAGE POSITION.**

A reasonable amount of time will be permitted for drivers to stage. The time limit will be determined at the sole and absolute discretion of the official starter. Failure to stage upon the starter's instructions is possible grounds for disqualification. After properly staging and receiving the starter's signal to go, re-staging is prohibited. Any driver leaving the starting line before the start system is activated, including a driver on a single run, will have his or her time disqualified for the run.

In any category where dial-ins are displayed on a scoreboard or dial-in board, during eliminations, the racer accepts the dial-in displayed once he/she has pre-staged; no reruns will be granted due to incorrect dial-ins after pre-staging.

Pro FWD, Pro RWD, Modified, Hot Rod, and All Motor lane designation is predetermined for all qualifying sessions. Should the first qualifying session be delayed for any reason, the posted sequence will be followed (the first run of the day, regardless of time, will be first session as indicated).

STARTING SYSTEM

Pro RWD, Pro FWD, Modified, Hot Rod, All Motor, Power Street, Turbo Street, and Unlimited Street use the three-amber Pro-start NHRA Christmas Tree. All amber lights are activated simultaneously with a four-tenths delay to green. E.T. Bracket classes use a full three-amber countdown with a five-tenths delay between lights.

QUALIFYING

To constitute an official qualifying attempt, all cars must self-start and self-stage. A contestant cannot drive more than one car in the same category at the same event, nor can one vehicle be used for multiple entries. For all categories of competition, including E.T. classes, an individual vehicle cannot be used for multiple entries. Vehicles must remain in the same category entered with one registered driver for the duration of the event.

The event director has the option of permitting driver changes, but only under the following conditions:

- 1) Replacement driver must have proper credentials and sufficient grading.
- 2) The original driver is withdrawn from competition and cannot be reinstated.
- 3) All previous event times are voided for the vehicles and drivers involved.
- 4) Changes must be made and driver must re-qualify during the normal schedule, as posted, for the event. No changes are permitted after qualifying has been completed.
- 5) Teams are limited to one replacement driver action per event.

The event director has the option of allowing a driver to utilize a replacement vehicle, but only under the following conditions:

- 1) The original vehicle is withdrawn from competition and cannot be reinstated.
- 2) Replacement vehicle cannot have been utilized by any other contestant at the same event.
- 3) Replacement vehicle must be fully certified and must pass technical inspection prior to continuation of competition.
- 4) Driver must stay within original eliminator category and class entered.
- 5) All previous event times are voided for the vehicles and drivers involved. Changes must be made and driver must re-qualify during the normal schedule, as posted for the event. No changes are permitted after qualifying has been completed.
- 6) Checkout runs for replacement vehicles are not available.
- 7) Teams are limited to one replacement vehicle action per event.

All qualifiers in Pro RWD, Pro FWD, Modified, Hot Rod, All Motor, Turbo Street, Power Street, and Unlimited Street must have a valid elapsed time recorded to be placed into eliminator competition.

On a qualifying run, if a contestant properly starts, stages, and receives the starter's signal but breaks to the point the run is not completed, a time of 28 seconds is issued and it is considered a valid qualifying run. Should more than one contestant break prior to completing a run and an insufficient number of open spots are available on the ladder, the order of insertion onto the ladder would be the contestant who made the qualifying attempt first.

In the event of identical qualifying elapsed times in Pro RWD, Pro FWD, Modified, Hot Rod, All Motor, Power Street, Turbo Street, and Unlimited Street the driver with the faster top speed, recorded on the qualifying runs in question, will be awarded the better qualifying position.

If weather conditions or other event delays should disrupt the posted lane rotation for qualifying runs, the event director has the option of reassigning lanes as necessary for remaining runs. Every effort will be made to see that qualifying contestants have the opportunity to run in each lane.

LADDERS

Category pairings are based on established NHRA ladder charts. Qualifying elapsed times determine ladder position. Pro RWD, Pro FWD, Modified, Hot Rod, and All Motor (eight-car fields; example, 1 vs. 8, 2 vs. 7, 3 vs. 6, 4 vs. 5). Power Street, Turbo Street, and Unlimited Street use a Sportsman ladder: 1 vs. 9, 2 vs. 10, 3 vs. 11, 4 vs. 12, 5 vs. 13, 6 vs. 14, 7 vs. 15, and 8 vs. 16. Once established, pairings are not changed unless NHRA determines there is adequate justification for a change. In situations where fields are not filled, such as 14 cars entering for a 16-car field, a 14-car ladder will be used, not a 16-car ladder. E.T. brackets use random pairing for the initial rounds of competition until a 16-car ladder can be established.

BREAKOUT RULES

In the E.T. bracket categories, the breakout rules are enforced at all events as follows: Contestants who race below the posted category standard or dial-in during eliminations are disqualified, with the following exceptions:

- 1) when an opponent foul starts or crosses a boundary line
- 2) on a single run
- 3) when both drivers run under their index or dial-in, the driver who is the least under is the winner
- 4) if two contestants run under by the same margin (with elapsed times extended to a thousandth of a second), the driver crossing the finish line first is the winner

SINGLE RUNS

In situations where a driver is making a single run, he or she is considered the winner once he or she stages and receives the start signal or is declared the winner by the official starter. If a competitor crosses the boundary line on a single run, the elapsed time is voided for lane-choice determination.

ALTERNATES, HEADS-UP CATEGORIES

Final eliminator fields for each of the five Professional categories — Pro RWD, Pro FWD, Modified, Hot Rod, and All Motor — will consist of only eight low e.t. qualifiers. Final eliminator fields for each of the four Sportsman categories — Power Street, Turbo Street, and Unlimited Street — will consist of only 16 low e.t. qualifiers.

If a qualified contestant should be disqualified prior to the start of eliminations, the next driver in sequence would be inserted in order and would assume full qualifier status, including points and awards. Once the final pairings have been established, the ladder will not be changed. If a qualified contestant cannot appear for round one of eliminations, see Section 13, Alternates.

If an event is rescheduled due to weather or other conditions, it is mandatory that qualifiers be in attendance to earn points and monetary awards. Alternates will NOT be eligible to enter the field at a rescheduled event.

LANE CHOICE

In the heads-up categories, lane choice is determined by elapsed time. The driver with the better qualifying e.t. gets first-round lane choice, and in subsequent rounds, lane choice goes to the driver with the lowest e.t. from the previous round. In all other categories, competing drivers are to determine lane choice by a coin flip or a random-draw lane assignment.

DISQUALIFICATIONS

One of the rarities at an NHRA event is the situation in which two cars are disqualified during the same eliminations race. In most cases, both offending contestants are disqualified. Those situations include both drivers crossing the boundary lines or both drivers leaving the line before the start system is activated.

Should a driver receive a red-light foul start and the opposing driver cross the lane boundary line, the latter infraction would prevail and the driver committing the foul start would be reinstated. In determining lane-boundary-crossing violations, it is considered a disqualification when any portion of a tire completely crosses the painted-line surface. In cases where both opponents cross the centerline or outside line, both drivers will be disqualified. In situations where multiple boundary lines are utilized, the line directly adjacent to the competitor's racing lane will be used for reference. Any time it has been judged that excessive braking has resulted in loss of control that results in contact with the guardwall and/or light fixtures or crossing the center boundary lines, **INCLUDING PAST THE FINISH LINE**, the contestant will be disqualified. Contact with guardwall, barriers, or any other track fixture (rubber cones, when used, are considered visual aids, not fixtures) is grounds for disqualification and/or other actions. Intentional crossing of boundary lines to leave the track or avoid depositing debris on the track is not grounds for disqualification.

Any driver and/or pit-crew member found to be under the influence of alcoholic beverages or drugs, regardless of amount, will be ejected from the event. Such a condition is cause for suspension, fine, and/or revocation of competition privileges.

USE OF SAFETY EQUIPMENT

Seat belt must be worn and adjusted in such a manner that the driver's torso and head cannot extend outside the parameters of the roll cage. The loosening and removal of seat belts, helmets, gloves, window nets, lifting of helmet shield, and removal of all other safety equipment is not permitted until the vehicle leaves the racing surface. Violators will be subject to disciplinary action in the sole and absolute discretion of NHRA.

NATIONAL RECORD PROCEDURES

The standard of excellence of performance in drag racing is the NHRA national record. These records are established under controlled conditions at authorized record events throughout the season. NHRA's official National Records program is conducted at each of the NHRA sanctioned sport compact events. National records are available only in Pro RWD, Pro FWD, Modified, Hot Rod, and All Motor categories.

Each record run is made under close observation of starting procedures, running, finishing, and timing. Each car is thoroughly inspected to determine its compliance with class requirements, including weight, mechanical limitations, and fuel checks where necessary. In a sport where records play such a vital role, every effort is made to maintain their accuracy and validity. In order to ensure the validity of all new records, a

backup performance of within 1 percent of the new mark is required at the same event. In the event that two runs exceed the existing record but are not within 1 percent of each other, the quicker time or faster speed will be acceptable as the backup for the slower time, which will stand as the new record.

Elapsed-time records will be recorded to the hundredth of a second. Speed records will be to the hundredth of a mile-per-hour. If two contestants tie for the elapsed-time record to the thousandth of a second at the same event, the tiebreaker will be the fastest mile-per-hour reading for the run that established the record. In the event a tie still exists, the contestant accomplishing the record run earlier in the event will be awarded the record. If the record is tied at a later race, the record will stay with the driver who set it first. Similarly, if two contestants tie for the speed mark, the tiebreaker will be the quickest elapsed time on the run that established the new national record. Top-speed records may be set independent of elapsed-time records; records may be set until the driver is eliminated from further competition; previous runs acceptable as 1-percent record backup. Driver must first break the existing record before attempting a backup.

A contestant cannot set records with one vehicle, then compete in eliminations with another vehicle. Only the driver holding the record at the conclusion of the event will be credited with the record. A driver setting, then losing, a record at the same event will not receive credit for establishing a record.

WEIGHING OF VEHICLE/FUEL CHECK

Under no circumstance may a competitor reject scaling his/her vehicle or fuel check. Any competitor who runs quicker than any of his/her previous runs during the event in Pro RWD, Pro FWD, Modified, Hot Rod, All Motor, Power Street, Turbo Street, and Unlimited Street and fails to report to post-run inspection (scales or fuel check) will be disqualified from the event.

POINTS AND RELATED PROGRAMS

NHRA SPORT COMPACT SANCTIONED DRAG RACING POINTS BREAKDOWN

16-car field

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

8-car field

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

Additional points are awarded at events as follows:

- 10 points to all contestants - 1 qualifying run required
- 20 points for establishing an official e.t. record

Qualifying positions earn points as follows:

16-car field

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

8-car field

1st . . . . .	.8
2nd . . . . .	.7
3rd . . . . .	.6
4th . . . . .	.5
5th . . . . .	.4
6th . . . . .	.3
7th . . . . .	.2
8th . . . . .	.1

For tiebreaker procedures, contact NHRA.

POINTS - GENERAL

All points are awarded to the driver and cannot be transferred under any circumstances. Points are not transferable from one category to another.

If an event is postponed for any reason prior to the start of eliminations for that category, it is necessary that any car and driver still eligible for event competition be in attendance at the rescheduled date to be eligible for all points and cash awards based on eliminator racing. Drivers not returning will NOT have the event charged to their quota. If an alternate driver is inserted into a race under these circumstances, he or she will receive full points (except qualifying points) and awards. Points and awards are based on a round-loss basis, not simply on qualifying.

If an event is disrupted and rescheduled due to weather or other conditions after eliminations of that category are in progress, contestants unable to return will be awarded points up to the round completed before postponement.

If any portion of an event is completely rescheduled for any reason, qualified contestants unable to return will be granted an automatic withdrawal, earning no points, and the event will not be charged to their event quota. If a contestant does not wish to be withdrawn from the postponed event and desires to receive points earned until the point of cancellation, contestant must contact the NHRA Sport Compact department.

Non-qualifiers in Pro FWD, Pro RWD, Modified, Hot Rod, and All Motor will receive 10 points regardless of whether an event is postponed and rescheduled. Withdrawal policy does not apply.

Attempts to set low elapsed time will not be permitted after qualifying ends, with the exception of cars remaining in category competition. The final run on which a driver is eliminated will be allowed as a low elapsed time.

Points may be withheld from any contestant who fails to display the appropriate series decal.

In Pro FWD, Pro RWD, Modified, Hot Rod, All Motor, Power Street, Turbo Street, and Unlimited Street the appropriate series decal must be displayed on both sides of the race vehicle at all times during any event. Decals must be in a prominent location, somewhere between the front spindle and rear axle and above the axle centerline or on the outside of the spill plates if the spill plate is of sufficient size.

The event director has the option of allowing contestants whose cars have experienced irreparable damage to leave the event prior to eliminations, yet retain their points and monetary awards. Drivers must notify the event director to arrange for this allowance.

Any contestant disqualified for mechanical non-compliance loses all points for that event.

ALTERNATES

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

If an event is postponed due to weather or other conditions prior to the start of eliminations for that category, it is necessary that the qualified car and driver be in attendance at the rescheduled date to be eligible for all points and awards based on eliminator competition. Awards based solely on qualifying remain with the original qualifier. It is important to note that points and awards are based on a round-loss basis, not simply on qualifying.

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

DISQUALIFICATION

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

GENERAL REGULATIONS

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

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

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

1:Engine

1:1 COOLING SYSTEM

All cooling systems/radiators must be installed in the stock location for body style used. Cooling system must include an overflow: minimum capacity 1 pint. Overflow tank/container must be securely attached; no tie wraps, duct tape, etc.

1:2 ENGINE

Classes limited to automotive engines. Engine must be mounted to frame by a minimum of two 3/8-inch-diameter Grade 5 bolts. Valve-train must incorporate conventional automotive coil spring design; pneumatic-type valvetrains are prohibited in all classes. All cars running 10.99 seconds or quicker, harmonic balancer meeting SFI Spec 18.1 mandatory. All cars with pressed-on front harmonic balancers must have such installed to protect accidental loss (i.e., drilled and bolted).

1:3 EXHAUST

All cars must be equipped with exhaust collectors, headers, or stacks installed to direct exhaust out of car body to rear of car, away from driver and fuel tank. Exhaust collectors/stacks must be securely fastened (i.e., metal connector straps, bolted, welded, etc.) to prevent loss of collector/stacks during competition. Flexible tubing, or “flex pipe,” prohibited in all categories. All Power Street, Unlimited Street, and E.T. Bracket cars must be equipped with functioning mufflers and may be required to meet maximum decibel limits at certain facilities. If mufflers are used, they must be securely attached to exhaust system and car body or frame.

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

1:4 FLASH SHIELDS

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

1:5 FUEL SYSTEMS

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

Tanks: When permitted by class regulations, fuel tanks located outside body and/or frame must be enclosed in a steel tube frame constructed of minimum 1 1/4-inch O.D. x .065-inch chrome moly or .118-inch mild-steel tubing. All fuel tanks must be isolated from the driver's compartment by a firewall, completely sealed to prevent any fuel from entering the driver's compartment. All fuel tanks must have a pressure cap and be vented outside of car body. A positive-locking screw-on fuel-tank cap is mandatory on all cars. Insulated fuel tanks prohibited. When used, fuel cells must have a metal box protecting the part of the fuel cell that is outside of body lines or trunk floor, excluding hose-connection area in rear. Non-metallic fuel cells or tanks must be grounded to frame.

Lines: All non-OEM fuel lines (including gauge and/or data-recorder lines) must be metallic, steel-braided or NHRA-accepted "woven or woven-pushlock." A maximum of 12 inches total (front to rear) of non-metallic or non-steel-braided hose is permitted for connection purposes only; individual injector-nozzle 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. NHRA-accepted woven or woven-pushlock fuel lines: Aeroquip FC300, FC332; Aeroquip Star Lite 200; AQP Socketless; Dayco Imperial Nylo-seal tubing; Earl's Prolite; Fragola Performance System Series 8000 Push-Lite Race Hose; Gates LOL Plus; Goodridge 526; Goodridge 710; Russell Twist-Loc 836 and XRP HS-79. Contact NHRA for updates.

Pumps/Valves: Cars with non-OEM-type mechanical fuel pumps must have a quick-action fuel-shutoff valve within easy reach of driver and be located in the main fuel line between the fuel tank and the carburetor and/or injectors. Fuel-recirculation systems not part of normal fuel/pump system prohibited.

Fuel/Air: Any method of artificially cooling or heating fuel prohibited, except for cool cans. Wet towels, rags, ice, etc. must be removed before vehicle leaves staging area. Intercoolers may be cooled with nitrous oxide or freon. Liquid intercooler tanks limited to maximum 3-gallon capacity, may use water/ice ONLY. If located in driver compartment, must be securely mounted to frame or frame structure.

Alternative Fuels: Containers for alternative fuels must be permanently labeled by the manufacturer as suitable for CNG or

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

1:6 LIQUID OVERFLOW

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

1:7 LOWER ENGINE CONTAINMENT DEVICE

When required, an SFI Spec 7.1 or 7.2 Lower Engine Containment Device must cover the sides of the block and pan up to within 1 inch of the head mating surface and extend to within 1 1/2 inches of the front and rear of the cylinder case area. The front and rear oil pan must be covered upward to the pan rail. The device must be free of cuts, tears, openings, etc. that would allow oil to escape. The device must be secured with a minimum of four straps, one at each corner. A positive device must be used to cover and contain external oil pumps that fasten directly to the engine; this device must fit such that it will contain oil from an engine failure. The device must have a solid member (hard part) along the top edge to form a zero air gap between the sides of the device (and/or the absorbent material) and the engine block. SFI Spec 7.1 devices must be updated/recertified by the original manufacturer at one-year intervals.

1:8 METHANOL

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

SPECIFICATIONS FOR PURE METHANOL

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

Methanol is tested and certified at NHRA sanctioned events by the application of various chemical analyses as considered appropriate by Fuel Check personnel. To be considered legal, methanol used in

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

1:9 NITROUS OXIDE

Nitrous oxide permitted in all classes except All Motor. The use of any agents other than nitrous oxide as part of, or mixed with, this pressurized fuel system is strictly prohibited. All bottles must be securely mounted, stamped with minimum DOT-1800-pound rating, and identified as nitrous oxide. Nitrous oxide bottle(s) located in driver compartment must be equipped with a relief valve and vented outside of compartment. System must be commercially available and installed per manufacturer's recommendations. Commercially available, thermostatically controlled blanket-type warmer accepted. Any other external heating of bottle(s) prohibited.

1:10 OIL SYSTEM

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

1:11 PROPYLENE OXIDE

The use of propylene oxide is prohibited in all categories.

1:12 RACING GASOLINE

Racing gasoline is defined for purposes of this Rulebook as a mixture of hydrocarbons only. Non-hydrocarbons that do not increase the specific energy of the gasoline are allowed to the extent that they do not exceed 0.15 percent by volume and are blended in the gasoline by the refiner or fuel manufacturer. Racing gasoline is a good electrical insulator, or dielectric, and its relative effectiveness as an insulator is represented by its Dielectric Constant. The average D.C. for the hydrocarbons that make up gasoline is 2.025. This is defined as a reading of "0" with the NHRA Fuel Check meter. Racing gasoline is tested and certified at NHRA sanctioned events by the application of various chemical analyses as considered appropriate by Fuel Check personnel. Racing gasoline in a vehicle may be checked before use in competition.

1:13 SUPERCHARGER

Permitted in all categories except All Motor. Screw-type supercharger prohibited.

1:14 SUPERCHARGER RESTRAINT DEVICE

Supercharger restraint system meeting SFI Specs mandatory per class requirements. All supercharged cars using Roots-type supercharger, running 9.99 or quicker, must use restraint meeting SFI 14.1. Restraint system must be updated at two-year intervals from date of manufacture. See Class Requirements.

1:15 THROTTLE

Regardless of class, each car must have a foot throttle incorporating a positive-acting return spring attached directly to the throttle body/carburetor/injector throttle arm. A positive stop or override prevention must be used to keep linkage from passing over center and sticking in an open position. In addition to return

springs, some means of manually returning the throttle to a closed position by use of the foot must be installed on all altered linkage systems except hydraulically or cable-operated systems. Per class requirements, throttle control must be manually operated by driver's foot; electronics, pneumatics, hydraulics, or any other device may in no way affect the initial throttle operation. Cable throttle systems permitted. NHRA-accepted hand controls for the physically challenged permitted. Choke cables and brazed or welded fittings on steel cable prohibited. No part of throttle linkage may extend below framerails.

1:16 VENT TUBES, BREATHERS

Permitted on all cars. Where used, the tubes must terminate into an acceptable, permanently attached catch tank with a minimum capacity of 1 gallon. The catch tank must be baffled to keep overflow off track. Breather/vent tubes must be mechanically secured (tie wraps prohibited) to the fittings and the fittings locked at both ends. NHRA will monitor downtime associated with oil cleanup, and may institute mandatory breather systems on all nitrous-injected and/or boosted engines.

2: Drivetrain

2:1 ANTI-BLOWBACK DEVICE

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

2:2 AXLE-RETENTION DEVICE

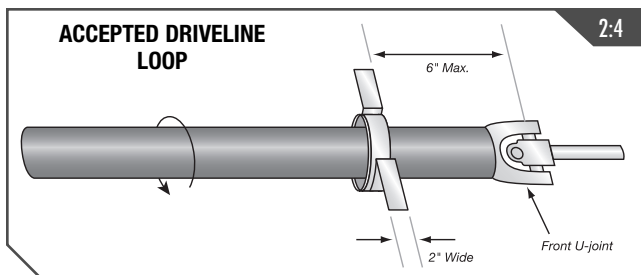
All cars must be equipped with a satisfactory means of drive-axle retention; minimum .120-inch aluminum or .090-inch steel bearing retainer mandatory on RWD cars.

2:3 CLUTCH

All cars utilizing a clutch must operate clutch with a foot pedal. All pedals must be covered with non-skid material. NHRA-accepted hand controls for the physically challenged permitted. Clutch in cars running 11.99 or quicker must be labeled as meeting SFI Spec 1.1, 1.2, or 1.4.

2:4 DRIVELINE

In place of a crossmember, in the vicinity of the front universal joint, all RWD cars running 13.99 or quicker with slicks and 11.49 or quicker with street tires must have a retainer loop 360 degrees of enclosure, 1/4-inch minimum thickness and 2 inches wide, or 7/8-inch x .065-inch welded steel tubing, securely mounted and located within 6 inches of the front universal joint for support of the driveshaft in event of U-joint failure. Open drivelines passing any part of the driver's body must be completely enclosed in 1/8-inch-minimum-thickness steel plate, securely mounted to the frame or frame structure.



2:5 FLYWHEEL

The use of stock-type cast-iron flywheels and/or pressure plates prohibited in any car running 11.99 or quicker. Units meeting SFI Spec 1.1, 1.2, 1.3, or 1.4 mandatory in all cars running 11.99 or quicker.

2:6 FLYWHEEL SHIELD & MOTOR PLATE: GENERAL

Absolutely no modifications to as-manufactured design are permitted on SFI Spec 6.1, 6.2, 6.3, or 9.1 flywheel shields and/or liners. All titanium bellhousings must be reinspected and recertified yearly. SFI 6.2 or 6.3 steel bellhousings must be reinspected and recertified every two years (or as specified by the manufacturer). SFI 6.1 or 9.1 steel bellhousings must be reinspected and recertified every five years (or as specified by the manufacturer). Where SFI Spec bellhousings are mandatory, all applicable liners, large mounting fasteners, motor plates, etc., as required by SFI Specs or the manufacturer, must be properly installed.

Where an SFI 6.1, 6.2, 6.3, or 9.1 bellhousing is mandatory, a full, one-piece motor plate is also mandatory at the rear of the engine block. The motor plate must be constructed of 6061-T6, 7075-T6 or 2024-T3 wrought heat-treated aluminum-alloy plate, minimum 1/8-inch thick for 6.1 or 9.1 applications, minimum 3/16-inch thick for 6.3 applications. In addition to the fastener requirements noted below, the SFI 6.3 flywheel shield must be fastened to the motor plate with four 1/2-inch-diameter Grade 5 shoulder bolts or high-strength steel (or titanium) fasteners and nuts, one in each quadrant.

The flywheel shield must be fastened to the engine and motor plate with a full complement (all available engine bolt holes or as specified by the manufacturer) of Grade 8 bolts or high-strength studs. The use of Allen bolts to fasten the shield to engine or motor plate or to fasten covers etc. is prohibited. All bolts (not studs or nuts) used for flywheel-shield mounting, covers etc. must be identifiable as to grade; all nuts and bolts associated with flywheel-shield mounting, covers etc. must be full standard depth, width, etc. (reduced-thickness bolt heads, hollow bolts, half nuts, thin wall nuts etc. prohibited). All covers and fasteners associated with the flywheel shield must be installed prior to starting engine at any time, including warm-ups. Maximum spacing between flange fasteners in the flywheel shield is 7 inches. Chemical milling or any other structure-weakening procedure is prohibited. Welding to repair a flywheel shield is prohibited unless it is performed by the manufacturer and recertified by the manufacturer prior to use.

Cooling holes in the motor plate are limited to a maximum of two 2-inch-diameter holes (outside of the oil-pan area). SFI 6.2 flywheel shields may have one 2-inch-maximum-diameter hole in the bottom of the back face of the shield. The opening in the motor plate for the crankshaft flange may not exceed the crankshaft flange diameter by more than 1 inch.

A minimum .090-inch 4130 steel or titanium liner (or as required by the manufacturer) must be fitted to the flywheel shield that is the width of the round body surface of the shield. It must be welded together so that it will fit into the body of the flywheel shield and rotate to absorb energy. A 1/4-inch aluminum bolt may be threaded into the body of the flywheel shield to secure the liner(s) from movement during normal use.

2:9 FLYWHEEL SHIELD: PRO RWD

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

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

2:10 FLYWHEEL SHIELD: OTHER CLASSES

All other RWD cars using a clutch and running 11.99 or quicker must be equipped with an SFI 6.1, 6.2, 6.3, or 9.1 flywheel shield. See Section 2:6 for motor plate and general requirements. There shall be a minimum of seven 3/8-inch-diameter Grade 8 bolts or high-strength steel studs in the top half of the bellhousing. There shall be a minimum of eight 3/8-inch-diameter Grade 8 bolts or high-strength steel studs in the bottom half of the bellhousing used to fasten the bellhousing to the motor plate. Modifications or repairs to the flywheel shield prohibited except if performed and recertified by manufacturer.

Exceptions to this rule: Cars with Volkswagen and Porsche engines are not required to have a shield when the engines are normally aspirated and gasoline burning. Porsche engines must use a steel-billet flywheel. All other RWD cars running 11.99 or quicker for which an SFI 6.1, 6.2, 6.3, or 9.1 flywheel shield is not commercially available may use an SFI 6.1, 6.2, 6.3, or 9.1 flywheel shield from another application and mount it to a motor plate that is mounted to the engine block at all available bolt holes, or it must be equipped with a flywheel shield made of 1/4-inch-minimum-thickness steel plate, securely mounted to the frame or frame structure and completely surrounding the bellhousing 360 degrees. The flywheel shield shall not be bolted to either the bellhousing or engine. The flywheel shield must extend forward to a point at least 1 inch ahead of the flywheel and 1 inch to the rear of the rotating components of the clutch and pressure plate.

All front-wheel-drive or transverse-mounted applications using a clutch and running 11.99 or quicker, for which an SFI Spec 6.1, 6.2, 6.3, or 9.1 flywheel shield is not commercially available, must be equipped with a flywheel shield made of 1/4-inch-minimum-thickness steel plate. Shield must surround the bellhousing completely except for area of bellhousing adjacent to differential and axle shaft. Shield may be multi-piece, with pieces bolted

together using minimum 3/8-inch-diameter Grade 5 or M10 class 8.8 bolts; may be attached to engine and/or bellhousing.

2:11 REAR END

AWD permitted per class requirements.

2:12 TRANSMISSION

All cars and trucks in competition must be equipped with a reverse gear.

2:13 TRANSMISSION, AFTERMARKET PLANETARY

A transmission shield covering transmission and reverser that meets SFI Spec 4.1 is mandatory if engine burns methanol or is supercharged/turbocharged, or on any overdrive unit.

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

2:14 TRANSMISSION, AUTOMATIC

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

All vehicles running quicker than 9.99 seconds or faster than 135 mph and using an automatic transmission must be equipped with a flexplate meeting SFI Spec 29.1 and covered by a flexplate shield meeting SFI Spec 30.1.

3: Brakes & Suspension

3:1 BRAKES

Brakes on each car, regardless of class, must be in good working order with four-wheel hydraulic brakes as a minimum requirement. FWD cars may use rear brakes as staging brake. Lightening of backing plates, brake drums, and/or brake shoes by cutting or trimming metal prohibited. Cooling or lightening holes may not be drilled in cast-iron disc-brake rotors. Brake lines must be steel, steel-braided, or DOT-approved flexible and routed outside the framerail, or enclosed in a 16-inch length of 1/8-inch-minimum-wall-thickness steel tubing securely mounted where line(s) pass the flywheel bellhousing area and not routed in the driveline tunnel. All brake lines must be attached to chassis as per OEM style; hoses must have mounting brackets; no tie wraps, tape, etc. All brake lines on any rear-engine car must be protected inside of tubing or be of braided-steel construction where they pass the engine. All pedals must be covered with non-skid material. Automated and/or secondary braking systems prohibited. NHRA-accepted hand controls for the physically challenged permitted. Application and release of brakes must be a direct function of the driver; electronics, pneumatics, or any other device may in no way affect or assist brake operation. All line-locs (electric or hydraulic) must be self-returning to normal brake operating mode.

3:2 SHOCK ABSORBERS

Each car in competition must be equipped with one operative shock absorber for each sprung wheel. Shock absorbers may be

either hydraulic or friction type, securely mounted, and in good working order. See Class Requirements.

3:3 STEERING

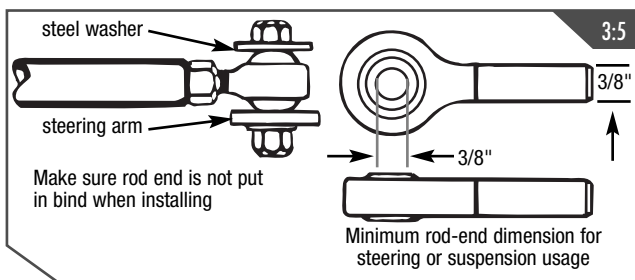
Each car's steering system must be secure and free of defects. All butt-welded parts must have additional visible reinforcement. Only conventional automotive steering systems are permitted; flexible steering shafts prohibited. All rod ends must be a minimum of 3/8-inch shank diameter and must be installed with flat washers to prevent bearing pullout (see illustration 3:5). All steering boxes, sectors, racks, and shafts must be mounted to the frame or suitable crossmember and cannot be mounted in any case to the bellhousing and/or bellhousing adapter shield or motor plate. A secondary steering shaft stop must be installed to prevent long steering shaft from injuring driver in case of frontal impact (i.e., collar or U-joint pinned at crossmember, bracket, etc.). Commercially available quick-disconnect steering wheels permitted. Adapter must be welded to shaft. All fasteners must be of a positive nature; no roll or pressed pins, ball-lock pins, set screws, etc.

3:4 SUSPENSION

All cars must have a full suspension system of the type produced by an automobile manufacturer (i.e., springs, torsion bars, etc.). All rod ends must be installed with flat washers to prevent bearing pullout. Hollow rod ends are prohibited. Three-wheel vehicles are not eligible for competition in any class.

3:5 TRACTION-BAR ROD ENDS

Minimum requirement for rod ends on the front of all ladder-type traction bars is 5/8-inch steel. A rod-end strap to keep ladder bar secured in event of rod-end failure mandatory in all classes. All traction devices that are not attached at front (i.e., slapper bars, etc.) must have a U-bolt or strap to prevent them from coming in contact with track.



3:6 WHEELIE BARS

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

4:Frame

4:1 ALIGNMENT

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

4:2 BALLAST

As permitted in Class Requirements. Any material used for the purpose of adding to a car's total weight must be permanently

attached to the car's structure and must not extend in front of or behind the rear of the car's body or above the rear tires. No liquid or loose ballast permitted (i.e., water, sandbags, rocks, shot bags, metal weights, etc.). Discovery of loose ballast will result in disqualification from the event, regardless of whether infraction occurs during qualifying or eliminations. Additional penalties may be imposed at the sole and absolute discretion of NHRA. Weight boxes (2 maximum) made of 1/8-inch material may be constructed to hold small items such as shot bags, lead bars, etc., as long as box and contents do not weigh more than 100 pounds or as outlined in Class Requirements. The box must be securely fastened to the frame or crossmember with at least two 1/2-inch-diameter steel bolts. Any liquid other than engine fuel being used, located behind the front firewall (on a front-engine car), is considered ballast and is prohibited, except for intercooler tanks that contain water and/or ice only. Tank must be SFI Spec 28.1 fuel cell of maximum 3-gallon capacity. Must be securely mounted to frame, frame member, or OEM floorpan. Removable weight must be securely mounted to the frame or frame structure by a minimum of two 1/2-inch-diameter steel bolts per 100 pounds or one 3/8-inch bolt per 5 pounds. All other weight bars, pucks, etc. must use minimum 1/2-inch-diameter SAE grade 8 bolts for attachment. Hose clamps, wire, strapping, tape, tie wraps, etc. for securing weight or ballast prohibited. 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 of maximum ballast, per SFI specification.

4:4 FRAMES

All cars running 9.99 or quicker, or as required by Class Requirements, must have a serialized chassis sticker affixed to frame before participating in any NHRA event. Certifications are available at NHRA POWERade Drag Racing Series national events, NHRA Lucas Oil Drag Racing Series events, or by making prior arrangements through a division office. Grinding of welds prohibited. All butt welds must have visible reinforcement (i.e., sleeve and rosette welds). Pressurization of framersails, roll bar, or roll cage in lieu of air bottles is prohibited. Visible reinforcement around any hole in any SFI Spec chassis (not just the roll cage) mandatory. Reinforcement must be of at least the same cross-sectional area as the hole, at least .049-inch-thick chrome moly and completely welded around the outside. See also 4:10 ROLL BARS and 4:11 ROLL CAGE.

4:5 GROUND CLEARANCE

Minimum 3 inches from front of car to 12 inches behind centerline of front axle; 2 inches for remainder of car, except oil pan and exhaust headers where permitted. When permitted under Class Requirements, devices used for anti-rotation purposes (i.e., wheelie bars) are exempt from the 2-inch-clearance rule.

4:6 MAGNAFLUX CERTIFICATES

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

4:7 MOUNTING HARDWARE

Hose clamps and tie wraps may be used only to support hoses and wires; all other components must be welded, bolted, aircraft clamped, etc. All self-locking fastener buttons must be metallic. All self-locking fastener buttons may be painted any color on their face, but must be WHITE or SILVER ONLY under the face. This rule applies to ALL cars in ALL classes.

4:8 PARACHUTES

If outlined in Class Requirements, it is mandatory to have a braking parachute produced by a recognized drag racing

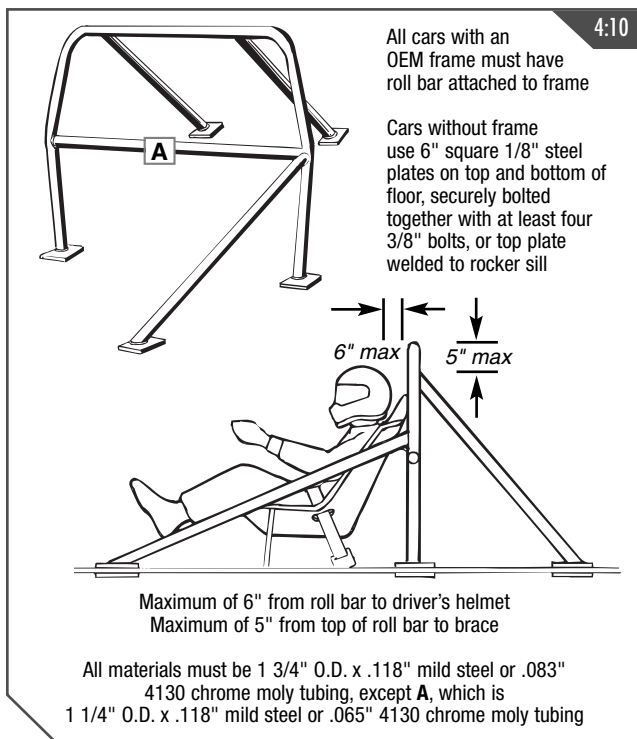
parachute manufacturer. Tech inspectors may observe the proper operation of the parachute and inspect for worn or frayed shroud lines, ripped or dirty canopies, and worn or ragged pilot chutes. Parachute cable housings should be mounted solidly to frame tube or other suitable member no farther back than 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. Parachutes must have their own independent mounting. The use of ball-lock pins for parachute mounting prohibited. Two parachute applications require separate shroud-line mounting points for each parachute system.

4:9 PINION SUPPORT

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

4:10 ROLL BARS

Mandatory in all cars running 11.49 or quicker, or per Class Requirements. All roll bars must be within 6 inches of the rear or side of the driver's head, extend in height at least 3 inches above the driver's helmet with driver in normal driving position, and be at least as wide as the driver's shoulders or within 1 inch of the driver's door. Roll bar must be adequately supported or cross-braced to prevent forward or lateral collapse. Rear braces must be of the same diameter and wall thickness as the roll bar and intersect with the roll bar at a point not more than 5 inches from the top of the roll bar. Crossbar and rear braces must be welded to main hoop. Sidebar must be included on driver's side and must pass the driver at a point midway between the shoulder and elbow. Swing-out sidebar permitted. All roll bars must have in their construction a cross bar for seat bracing and as the shoulder-harness attachment point; cross bar must be installed no more than 4 inches below, and not above, the driver's shoulders or to side bar. All vehicles with OEM frame (i.e., pickup truck where body bolts to framerails) must have roll bar welded or bolted to frame. Installation of



frame connectors on unibody cars does not constitute a frame; therefore, it is not necessary to have the roll bar attached to the frame. Unibody cars with stock floor and firewall (wheeltubs permitted) may attach roll bar with 6-inch x 6-inch x .125-inch steel plates on top and bottom of floor bolted together with at least four 3/8-inch bolts and nuts, or weld main hoop to rocker sill area with .125-inch reinforcing plates, with plates welded completely. All 4130 chrome moly tube welding must be done by approved TIG heliarc process; mild steel welding must be done by approved MIG wire feed or approved TIG heliarc process. Welding must be free of slag and porosity. Any grinding of welds prohibited. See illustration. Roll bar must be padded anywhere driver's helmet may contact it while in driving position. Adequate padding must have minimum 1/4-inch compression or meet SFI Spec 45.1.

4:11 ROLL CAGE

Mandatory in all cars running quicker than 10.99 seconds or faster than 135 mph, or per Class Requirements. Cars with unaltered firewall, floor, and body (from firewall rearward, wheeltubs permitted) running between 10.00 and 10.99, roll bar permitted in place of roll cage, or per Class Requirements.

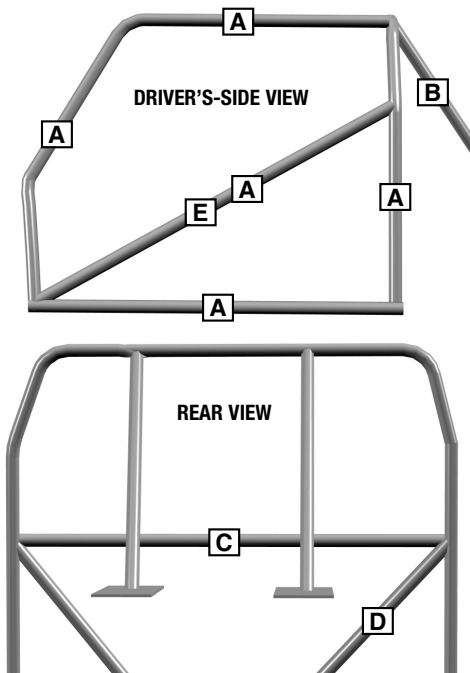
All cage structures must be designed in an attempt to protect the driver from any angle, 360 degrees. All 4130 chrome moly (CM) tube welding must be done by approved TIG heliarc process; mild steel (MS) tube welding must be approved MIG wire feed or TIG heliarc process. Welding must be free of slag and porosity. Any grinding of welds prohibited. Additionally, roll cage must be padded anywhere the driver's helmet may contact it while in the driving position.

With driver in driving position, helmet must be in front of main

FULL-BODIED CARS

4:11

8.50 seconds e.t. and slower



All cars with an OEM frame must have roll cage welded to frame.

B - If **A**, two bars any length.

If **B1**, two bars, 30" or less; must attach within 5 inches from top of main hoop.

If **B2**, minimum 4 bars. At least 2 bars must attach to horizontal portion of main hoop.

If **B3**, minimum 6 bars. At least 2 bars must attach to horizontal portion of main hoop.

D - 1 1/4" x .058" chrome moly or .118 mild steel mandatory when main hoop welded to plates on floor; must be connected to subframe.

E - May substitute an "X" brace of 1 1/2 by .065-inch 4130 chrome moly or 1 1/2 by .118-inch mild steel.

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

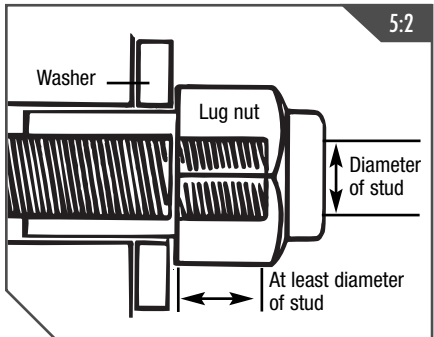
hoop. If helmet is behind or under main hoop, additional tubing, same size and thickness as roll cage, must be added to protect driver. Main hoop may be laid back or forward, but driver must be encapsulated within the required roll-cage components. On unibody cars with stock floor and firewall (wheel tubs permitted), the roll cage may be bolted or welded to the floor/rocker box via 6-inch x 6-inch x .125-inch steel plates similar to the roll bar attachment requirements of paragraph 4:10, page 74. Unless attaching to OEM floor or frame, the minimum requirements for a frame member to which a roll-cage member is attached are 1 5/8-inch x .118-inch MS or .083-inch CM round and/or 2-inch x 2-inch x .058 MS or CM rectangular.

All cage structures must have in their construction a cross bar for seat bracing and as the shoulder-harness attachment point; cross bar must be installed no more than 4 inches below, and not above, the driver's shoulders, or to side bar. All required rear braces must be installed at a minimum angle of 30 degrees from vertical and must be welded in. Side bar must pass the driver at a point midway between the shoulder and elbow.

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

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

- a. 1 5/8-inch O.D. x .083-inch CM or .118-inch MS minimum. Bolts/pins must be 3/8-inch-diameter steel, minimum and in double shear at both ends.
- b. Male or female clevis(es) permitted. Male clevis must use two minimum 1/8-inch-thick brackets (CM or MS) welded to each roll-cage upright; female must use minimum 1/4-inch-thick bracket (CM or MS) welded to each roll-cage upright. Pins must be within 8 inches of the vertical portion of both the forward and main hoops. A half-cup backing device must be welded to the vertical portion of the main hoop (inward side) or the upper end of the swing-out bar (outward side), minimum .118-inch wall (CM or MS) extending at least 1 5/8 inches past the center of the pins. A clevis assembly using a minimum .350-inch-thick male component and two minimum .175-inch-thick female components may use a 1/2-inch-



- diameter Grade 5 bolt and does not require a half-cup backing device.
- c. Sliding sleeves of 1 3/8-inch x .083 CM or .118 MS, with minimum 2-inch engagement, are permitted in lieu of the upper pin/cup.
 - d. All bolt/pin holes in the swing-out bar must have at least one hole diameter of material around the outside of the hole.

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

4:12 WHEELBASE

Minimum 85 inches, unless car has original engine in original location. Maximum wheelbase variation from left to right is 1 inch.

5: Tires & Wheels

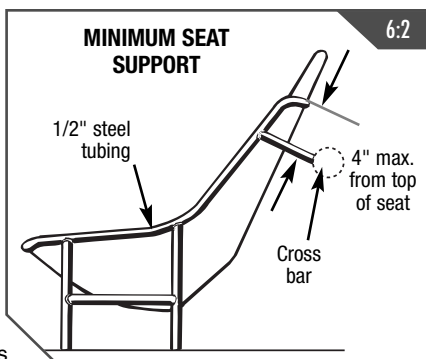
5:1 TIRES

Tires will be visually checked for condition, pressure, etc. and must be considered free of defects by the technical inspector prior to any run. All street tires must have a minimum of 1/16-inch tread depth. Temporary spares, space-saver spares, farm implement, or trailer tires prohibited. Metal, screw-in valve stems mandatory in tubeless tires, front and rear, on cars running 11.99 or quicker.

5:2 WHEELS

Hubcaps must be removed for inspectors, who will check for loose lugs, cracked wheels, worn or oversize lug holes, and condition of spindles, axle nuts, cotter pins, etc. Snap-on hubcaps are prohibited on any class car.

The use of "spinner" style wheels or any wheel design that incorporates movable pieces while vehicle is in motion or stationary are prohibited. Each car in competition must be equipped with automotive-type wheels with a minimum 12 inches



of diameter unless class requirements stipulate otherwise. The thread engagement on all wheelstuds to the lugnut must be equivalent to or greater than the diameter of the stud. Length of stud does not determine permissibility; length of the engagement between the stud and hex portion of the lug determines permissibility. Maximum rim width on any car: 16 inches. No rear-wheel discs or covers permitted in any category.

6: Interior

6:1 DRIVER COMPARTMENT

All interior panels (firewalls, floors, wheel tubs, doors, etc.) within the compartment must be constructed of materials other than magnesium. Driver compartment must be totally sealed from

engine and transmission. All holes in firewall must be sealed with aluminum or steel. Cars with aftermarket planetary transmission only, the following is permitted in lieu of a transmission/driveline tunnel: transmission blanket meeting SFI Spec 4.1 and a full 360-degree driveshaft tube over the yoke, extending a minimum 9 inches from transmission tailshaft. Minimum thickness of tube is .050-inch chrome moly. Two-piece accepted with minimum 6 3/8-inch-diameter Grade 8 bolts. In addition, a belly pan is required, minimum .024-inch steel or .032-inch aluminum, to totally seal driver compartment under transmission area. Openings around all linkages, lines, wires, hoses, etc. must be minimized.

6:2 UPHOLSTERY, SEATS

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

6:3 WINDOW NET

A ribbon-type or SFI Spec 27.1 mesh-type window net is mandatory on any car required by the rules to have a roll cage. Window net must be securely mounted on the inside of the roll cage with 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, dog leash hardware, hose clamps, etc. prohibited. Penetration of webbing, except as performed by manufacturer, prohibited. Any modification to net must be performed by manufacturer.

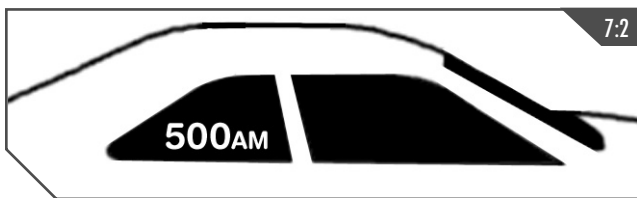
7:Body

7:1 AIR FOILS, WINGS

Air foils, canards, wings, and spoilers other than original factory equipment are permitted as noted in Class Requirements. A positive-locking device to prevent movement mandatory. Spring-loaded spoilers, wings, or canards prohibited. Adjustment of air foils, wings, or spoilers during run prohibited. NOTE: A spoiler is mounted directly to the deck lid of the vehicle such that air passes only on the top side of the device. An air foil or wing is mounted on stands, struts, or pedestals such that air passes over the top and underneath the device. Ball-lock pins prohibited.

7:2 COMPETITION NUMBERS

All contestants are required to display a driver number at all NHRA sanctioned sport compact events. Numbers on side windows must be a minimum 6 inches high and 1 1/2 inches wide. Class-designation letters must be a minimum 3 inches high and 1 inch wide. Driver's competition number and class designation must be displayed in a legible manner on front, rear, and side windows, in a prominent position, and be clearly visible to the tower personnel. Class and numbers on Pro RWD, Pro FWD, Modified, Hot Rod and All Motor cars must be in the form of permanent decals or paint. The use of shoe polish is permitted only in E.T. brackets, Power Street, Turbo Street, and Unlimited Street classes, or as directed by race officials.



7:3 FENDERS

All vehicles in all classes must have re-rolled or beaded edges on altered fenders.

7:4 FIREWALLS

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

7:5 FLOORS

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

7:6 HOOD SCOOP

Where permitted, hood-scoop opening may not extend more than 6 inches above height of original hood surface as measured from the top of the opening directly down to the hood surface. Scoop may have one INLET opening only. Sensors, transducers, vents, wiring, hoses, etc. prohibited inside hood scoop. See Class Requirements for additional restrictions.

7:7 WINDSCREEN

On open-bodied cars or any other class car without a windshield, a metal or other fireproof deflector must be installed. The deflector should divert wind, liquids, and foreign matter over the driver's head, be securely mounted, and installed in such a manner that it does not obstruct the driver's frontal view in any way.

7:8 WINDSHIELD, WINDOWS

Windshields and/or windows on all cars must be of safety glass, Plexiglas, Lexan, or other shatterproof material, minimum 1/8-inch thick, per Class Requirements. In Championship, Heads-up classes, windshields and/or windows must be clear, without tinting or coloring, except factory-tinted safety glass. In all other applications, windshield/window tint must meet applicable state requirements. Competition-number decals are permitted on any

window, windshield, or backlite, except as noted in Class Requirements.

Tape of any kind prohibited on any windshield or window.

8:Electrical

8:1 BATTERIES

All batteries must be securely mounted. Must be of sufficient capacity to start vehicle at any time. Batteries may not be relocated into the driver or passenger compartments. Rear firewall of .024-inch steel or .032-inch aluminum (including package tray) required when battery is relocated in trunk. In lieu of rear firewall, battery may be located in a sealed .024-inch-steel, .032-inch-aluminum, or NHRA-accepted poly box. If sealed box is used in lieu of rear firewall, box may not be used to secure battery and must be vented outside of body. Relocated battery(s) must be fastened to frame or frame structure with a minimum of two 3/8-inch-diameter bolts. ("J" hooks prohibited or must have open end welded shut.) OEM-located batteries without complete OEM hold-down hardware must be secured to OEM battery box/tray using the same 3/8-inch-diameter-bolt hold-down method described in previous sentence. Metal battery hold-down straps mandatory. Strapping tape prohibited.

8:2 DELAY BOXES/DEVICES

Prohibited in all vehicles. A delay box or delay device is defined as any device (electric, electronic, pneumatic, hydraulic, mechanical, etc.) built for the express purpose of creating a delay between release of transbrake or line-loc button, or release of foot or hand brake, or release of clutch pedal/lever, and the resultant action of the vehicle.

Changeable vehicle components, legal unto themselves (solenoids, throttle-linkage components, hoses, springs, etc.), even though the removal and replacement of that component may affect the reaction time of the vehicle in relation to the driver action, is not considered a delay device. Wiring may consist of a single (i.e., "one" or "1") continuous wire from a power source to a switch (or button), and a single continuous wire from the switch to the transbrake or line-loc solenoid. Splices (no quick-disconnect) permitted from the two-step to the solenoid (i.e., between the switch and the solenoid), for data logger and/or nitrous only. All switches, buttons, wiring, solenoids, etc. must be for normal automotive use; i.e., not intended to create a delay (adjustable or non-adjustable) between release of the button and the resultant action of the solenoid. All line-loc/transbrake wiring before and after the switch must be separate from any other wiring and fully visible. Computer wiring, sensors, relays, and the like may not be wired to the solenoid wiring. Two-steps or other rev limiters that are adjustable by thumbwheel, replaceable chips, and the like may not be within the driver's reach and will preferably be located outside the driver compartment.

Any system that does not fit the above description is prohibited and must be corrected before the vehicle will be passed through pre-event technical inspection. Further, discovery of a delay device, adjustable or non-adjustable, at any time following pre-event technical inspection will be grounds for immediate disqualification from the event, loss of all NHRA sanctioned sport compact points for the season, and suspension from all NHRA sanctioned racing for remainder of season. Additional penalties may be imposed at the discretion of NHRA. (See 9:1 COMPUTER, 9:2 DATA RECORDERS.)

8:3 IGNITION

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

8:4 MASTER CUTOFF

Mandatory when battery is relocated or on any vehicle running 9.99 or quicker. An electrical power cutoff switch (one only) must be installed on the rearmost part of each vehicle and be easily accessible from outside the car body. This cutoff switch must be connected to the positive side of the electrical system and must stop all electrical functions, including magneto ignition. The off position must be clearly indicated with the word "OFF." If switch is "push/pull" type, "push" must be the action for shutting off the electrical system, "pull" to turn it on. Any rods or cables used to activate the switch must be minimum 1/8-inch diameter. Plastic or keyed switches prohibited.

8:5 STARTERS

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

8:6 TAILLIGHTS

All vehicles must have a minimum of one working taillight for night operations. Strobe, flashing, high-intensity, laser, infrared, photo sensitive, or other light-emitting/receiving device prohibited. See also Class Requirements.

8:7 SWITCHES & BUTTONS

All switches and/or buttons must be standard, mechanical connection type. Infrared, laser, retinal scan, fingerprint, light-source, or any other non-mechanical-type switch and/or button prohibited.

8:8 SHIFT LIGHT

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

 **9: Support Group** **9:1 COMPUTER**

The National Hot Rod Association has established its policy with regard to the use of onboard computers on race cars competing pursuant to the NHRA sanctioned sport compact Rulebook. Except those computers installed on stock vehicles by the new-vehicle manufacturers for the proper operation of such vehicles, no vehicles may be equipped with computers that in any way affect the operation of the vehicle. Per Class Requirements, OEM or OEM-type electronic fuel injection permitted. All related wiring, sensors, etc. must be identifiable to the tech inspector. A computer is defined as any device (electrical, mechanical, pneumatic, hydraulic, etc.) that activates any function of, or in any way affects the operation of, the vehicle based on measurement, sensing, processing, etc. of any data related to the performance of the vehicle. Display or transmission of any data gathered or processed to the driver or any remote location, prohibited (see 9:2 DATA RECORDERS).

9:2 DATA RECORDERS

Data recorders may be used to record functions of a vehicle so long as they do not activate any function on the vehicle. Data recorder may not be activated by the throttle, clutch, brake, mechanisms, etc., nor by the Christmas Tree, radio transmitters, sensing of wheel speed, inertia, laser device, or transmission of track position. Must be activated by separate switch. Fifth-wheel sensing devices prohibited on all vehicles (includes wheelie-bar wheels). All lines

sensing flow, pressure, etc. of fuel or oil must be metallic or steel braided. Transmission or display of data gathered or processed by data recorder to the driver or any remote location prohibited. Data may be reviewed (printout, replay, etc.) only after the run.

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

Discovery of a device that displays, indicates, or transmits "on track," "track location," or "elapsed time"-type data will be grounds for immediate disqualification from the event, loss of all NHRA sanctioned sport compact points for the season, and suspension from all NHRA sanctioned sport compact events for the remainder of the season. Additional penalties may be imposed at the discretion of NHRA.

9:3 FIRE EXTINGUISHER

An onboard fire-extinguisher system is mandated under certain class requirements. In other classes, it is recommended that each contestant and/or crew have a loaded, serviceable fire extinguisher and a fire blanket in their possession, carried in the tow vehicle, race car, or otherwise available for immediate use. Dry chemical or CO₂-type extinguishers, 2 1/2-pound minimum size, are recommended. When installed in a race car, must be mounted in a secure manner; use of flip-open-type clamps prohibited.

Onboard fire-extinguisher systems must be manually controlled Cold Fire 302, Fire X plus, Halon FE1211 or 1301 or FM200 or F500 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. 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 prohibited. Nozzle placement is extremely important; two nozzles are placed at the front of the engine, one on each side, and one nozzle is located in the driver compartment near the steering column, minimum. 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.

9:4 JACKS & JACKSTANDS

No work may be done under any car in the pit area while the car is

supported by only one jack. Additional safety devices such as jackstands are mandatory to provide additional protection in the event of jack failure. Failure to observe this rule is grounds for immediate disqualification. Tube-chassis, Pro Stock-style vehicles must have cradles/jackstand devices that attach to the frame (conventional jackstands prohibited) when being worked on and/or when engine is running in pits with vehicle in a raised position. Jackstand devices must be constructed as to provide a minimum ground clearance of 7 inches as measured from the ground to the outer diameter limit of the rear tires.

9:5 LIFTING DEVICES

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

9:6 OVERSIZE TRAILERS

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

Generators

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

9:7 PRESSURIZED BOTTLES

All pressurized bottles (i.e., air, CO₂, etc.) must meet and be engraved as meeting DOT-1800-pound minimum spec. All bottles must be securely mounted (hose clamps and/or tie wraps prohibited).

9:8 PUSH BARS

Push or tow starts prohibited.

9:9 TELEMETRY DEVICES

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

9:10 TOW VEHICLE

Any vehicle used as a tow vehicle must have the driver's competition number displayed on the tow vehicle. Limit of four crewmembers in a tow or push vehicle in Pro RWD, Pro FWD, Modified, Hot Rod, and All Motor categories. Limit of two crewmembers in a tow or push vehicle in Power Street, Turbo Street, and Unlimited Street. Crewmembers must be inside cab or completely inside bed or truck, not to be seated on tailgate, standing on running boards, or otherwise not completely inside vehicle. Generators or other external power supplies, extension cords, support equipment other than the tow vehicle, etc. are prohibited outside the pit area. Once a race vehicle leaves the pit, it must be in race-ready condition, and the only support equipment permitted is the tow or push vehicle until the vehicle returns to the assigned pit area. Competitors may use portable generators while stationary in the staging lanes.

9:11 TWO-WAY RADIO COMMUNICATION

The use of two-way radios for the purpose of voice communication between driver and crew is permitted in all classes. Telemetry may in

no way be used for gathering data or performing control functions. When radio is mounted in driver's compartment, must be secured in holder by some type of strap or device when car is moving.

9:12 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.**

10:Driver

10:1 APPAREL

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

10:2 APPEARANCE

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

10:3 ARM RESTRAINTS

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

10:4 CREDENTIALS

Each driver of a vehicle entered in any event conducted at an NHRA member track must have a valid unrestricted 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 Championship or Sportsman Heads-Up categories at an NHRA sanctioned sport compact event, or when obtaining a new competition license or renewing an existing competition license. Current NHRA Sport Compact Sanctioned Drag Racing membership will be required when obtaining a new permanent competition number or renewing a permanent competition number. All license applicants must be at least 16 years of age.

NHRA competition license classes are as follows:

	Category A	Category B	Category C	Category D
	wheelbase > 125	wheelbase < 125	Bodied	Motorcycle
Class 1	Top Fuel	Funny Car	Pro Stock	PSM
Class 2	TAD	T AFC	N/A	(6.00-7.49)
Class 3	(6.00-7.49)	(6.00-7.49)	N/A	(7.50-9.99)
Class 4	(7.50-9.99)	(7.50-9.99)	N/A	Snowmobile-ATV
Class SP	NTF/SPF	SPF	N/A	N/A

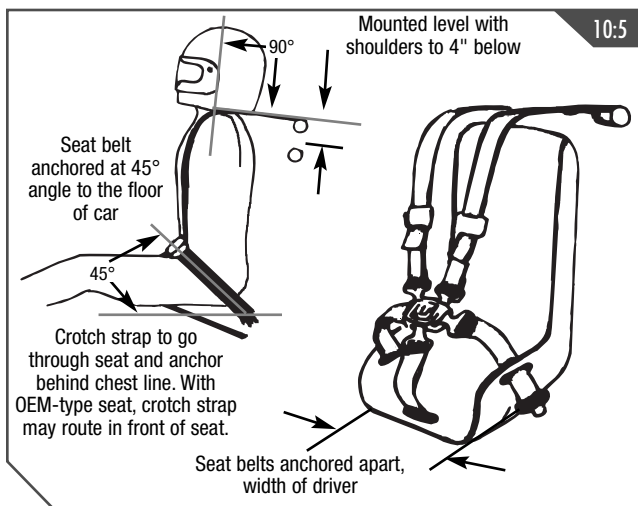
NHRA sanctioned sport compact, all drivers running 9.99 or

quicker must have a 3B or 4B license. 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.

A new driver who has not previously held a competition license will be given a special cockpit-orientation (blindfold) test and will be required to make a minimum of six runs under the observation of two licensed drivers and a designated NHRA official. Witnessing drivers must hold a competition license equal to or greater than one being applied for. A licensed driver may drive a car classed under his or her license limitation.

10:5 DRIVER-RESTRAINT SYSTEMS

A quick-release, 3-inch shoulder harness 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.) Driver-restraint system must be clearly labeled as meeting SFI Spec 16.1 and be dated by manufacturer. SFI Spec 16.1 Y-type belts dated through 12/04 will be accepted through their two-year service period only. 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 have crotch strap routed 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 frameraills. Under no circumstances are bolts inserted through belt webbing permitted for mounting. Check manufacturer's instructions.



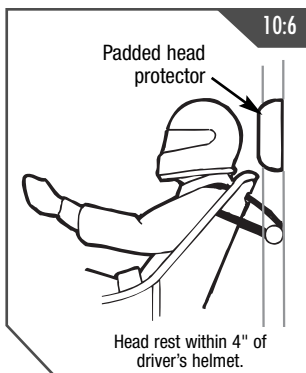
10:6 HEAD PROTECTOR

In any car where a roll bar or roll cage is installed, a padded head protector must be provided at the back of the driver's head and constructed in an attempt to prevent whiplash upon impact.

The roll bar or cage must be padded wherever it may come in contact with the driver's helmet. Adequate padding should permit approximately 1/4-inch compression or meet SFI Spec 45.1. The use of weather stripping and similar thin or low-impact resisting materials is prohibited. A padded roll bar or cage

alone is not acceptable as a padded head protector unless it is within 4 inches of the driver's helmet. A seat that incorporates a reinforced head rest is permitted.

A seat that incorporates a reinforced head rest is permitted.

**10:7 HELMETS**

As outlined under Class Requirements, drivers in all classes must wear a helmet meeting Snell or SFI Specifications. Snell K98 is acceptable in place of any Snell M-rated helmet.

SFI Spec 31.1A = Snell SA, open-face helmet

SFI Spec 31.2A = Snell SA, full-face helmet

SFI Spec 41.1A = Snell M, open-face helmet

SFI Spec 41.2A = Snell M, full-face helmet

Drivers of all cars running 13.99 or quicker must use a helmet meeting Snell K98, 2000, 2005 or SFI Spec 31.1A, 31.2A, 31.1/2005, 41.1A, 41.2A, or 41.1/2005.

Effective Jan. 1, 2008, full-face helmet mandatory for drivers of all cars 9.99 or quicker. Goggles prohibited; visor mandatory. See Class Requirements for additional requirements.

Drivers of cars running 7.49 or quicker must use a helmet meeting Snell SA2000, SA2005 or SFI 31.1A, 31.2A, or 31.1/2005 Specs. See Class Requirements.

All helmets must have the appropriate certification sticker affixed inside the helmet.

NHRA Helmet Expiration Dates

Label	Expires	Label	Expires
Snell 90	Expired	SFI 41.1	Expired
Snell 95	Expired	SFI 41.2	Expired
Snell K98	1/1/2009	SFI 31.1A	1/1/2014
Snell 2000	1/1/2012	SFI 31.2A	1/1/2014
Snell 2005	1/1/2017	SFI 41.1A	1/1/2014
		SFI 41.2A	1/1/2014
SFI 31.1	Expired	SFI 31.1/2005	1/1/2017
SFI 31.2	Expired	SFI 41.1/2005	1/1/2017

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

Neck collar must be commercially produced and designed for racing. Two different types of collars are commercially available: a full 360-degree "donut" type or a pull-together "horseshoe" type. See Class Requirements for type specified. Modification according to

manufacturer's recommendations to fit helmet and driver's neck/shoulder spacing permitted. Must be worn as per manufacturer's recommendations. Must meet SFI Spec 3.3 as per class rules.

A head and neck restraint device/system is mandatory in Pro RWD and Pro FWD and in Alternative Sanctioning Organization vehicle running 200 mph or faster. When using a head and neck restraint device/system, at all times that the driver is in the race vehicle, from the ready line until the vehicle is on the return road, driver must properly utilize the SFI-approved head and neck restraint device/system, including connecting the helmet as required for full functionality of the device. The device/system must meet SFI Spec 38.1 and must display a valid SFI label. The head and neck restraint device/system, when connected, must conform to the manufacturer's mounting instructions, and it must be configured, maintained, and used in accordance with the manufacturer's instructions.

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

10:9 OCCUPANTS

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

10:10 PROTECTIVE CLOTHING

Drivers are required to have as minimum requirements protective clothing labeled as meeting the appropriate SFI Spec.

13.99 to 10.00; all E.T. non-OEM supercharged, non-OEM turbocharged or nitrous-equipped cars with an OEM or 0.24-inch steel firewall: Jacket meeting SFI Spec 3.2A/1 mandatory.

13.99 to 10.00; all E.T. OEM supercharged, OEM turbocharged or nitrous-equipped cars without an OEM or 0.24-inch steel firewall: Jacket meeting SFI Spec 3.2A/5 mandatory and gloves meeting SFI Spec 3.3/1 mandatory.

Drivers competing in heads-up categories may be required to wear specific minimum clothing, regardless of e.t. All drivers are required to wear full-length pants to the ankle, shoes, and socks. Nylon or nylon-type clothing and open-toe shoes prohibited. See appropriate Class Requirements.

10:11 SEAT BELTS

All cars not required by Class Requirements to use SFI Spec 16.1 driver-restraint systems must be equipped with an accepted quick-release-type driver seat belt. See 10:5 DRIVER-RESTRAINT SYSTEMS.) Belts must be securely fastened to the frame, crossmember, or reinforced mounting so that all fittings are in a direct line with the direction of pull. Seat belts may not be wrapped around lower framerails or any framerail or crossmember. Steel castings of the type recommended by FAA or U-bolt-type mounts are permitted. If used for installation, flat steel plates must be a minimum of 1/4-inch thickness and have rounded edges to prevent cutting seat belts. Under no circumstances can belts be installed with bolts through webbing. In all cars with fiberglass floors, a crossmember (minimum 2-inch x 2-inch x .083-inch-wall-thickness square tubing) must be installed between framerails for proper driver's seat-belt installation.

11:General**11:1 ADVERTISING AND OTHER MATERIAL/DISPLAYS**

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

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

CLASSES AND DESIGNATIONS

SPORTSMAN CLASSES

E.T. Brackets

> Dial-Your-Own E.T. Bracket

Handicap start based on dial-in time, which is determined by time-trial runs. Running quicker than the dial-in time results in disqualification. E.T. breaks may vary slightly depending on event location.

Sportsman Heads-Up

Qualified field based on low elapsed time during qualifying.

> Power Street

Sport Compact FWD/AWD/RWD cars allowed. Unibody chassis, all glass, full interior, drag radial class, motor swaps and 1 power adder allowed, slicks allowed.

> Turbo Street

Sport Compact FWD/AWD/RWD cars allowed. Unibody chassis, all glass, 3/4 interior, 4 and rotary cars allowed, race gas only, motor swaps, and 2 power adders allowed.

> Unlimited Street

6- and 8-cylinder unibody cars/RWD/all class 3/4 interior/race gas.

In an effort to maintain competitive racing, NHRA reserves the right to make rule revisions as deemed appropriate.

E.T. BRACKETS

The E.T. Bracket categories are no-electronics classes. Delay devices, throttle stops, air shifters, transbrakes, etc. or any device that transmits real-time, on-track data to the driver or any remote location are prohibited. All applicable NHRA rules apply based on elapsed time.

E.T. Bracket classes use a .5-second, full-countdown Tree.

CLASS REQUIREMENTS

1:Engine

ENGINE

FWD platform: Any 4- or 6-cylinder or 2-rotor rotary automobile engine, import or domestic, permitted. RWD & AWD platform: Engine must be of import manufacture or from domestic-labeled, joint-manufactured platform.

EXHAUST

All cars competing in E.T. Bracket classes may be required to run

with functioning muffler(s) depending on track regulations. Any vehicle that did not come equipped with a muffler(s) from the factory permitted, provided complete, unmodified (except for header) OEM exhaust system is utilized. See General Regulations 1:3.

FUEL

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

FUEL SYSTEM

See General Regulations 1:5.

LIQUID OVERFLOW

See General Regulations 1:6.

NITROUS OXIDE

Commercially available nitrous oxide permitted, including for supercharged and turbocharged engines. Nitrous bottle(s) in driver compartment must be equipped with a relief valve and vented outside of driver's compartment. Bottle(s) must be stamped with a DOT-1800-pound rating and permanently mounted (no hose clamps or tie wraps). Hoses from bottle(s) to solenoid must be high-pressure steel-braided or NHRA-accepted hoses.

Commercially available, thermostatically controlled, blanket-type warmer accepted. Any other external heating of bottle(s) prohibited. See General Regulations 1:9.

SUPERCHARGER, TURBOCHARGER

Permitted on cars running racing gasoline or alcohol. Supercharger restraint system meeting SFI Spec 14.1 mandatory on Roots-type supercharger (6-71 or larger) when alcohol is used as a fuel. High-helix and screw-type supercharger prohibited. Liquid intercoolers limited to water and/or ice ONLY. See General Regulations 1:13, 1:14, 4:2. Screw-type supercharger prohibited.

2:Drivetrain

DRIVELINE

Driveshaft loop required on all RWD cars running 13.99 or quicker with slicks, 11.49 or quicker with street tires. See General Regulations 2:4.

FLYWHEEL SHIELD

All manual-transmission-equipped RWD cars running 11.49 or quicker must have a flywheel shield labeled as meeting minimum SFI Spec 6.1 or 9.1 or a fabricated shield made of 1/4-inch-thick steel, surrounding the bellhousing 360 degrees, extending 1 inch forward and 1 inch rearward of the rotating clutch assembly. Shield must be securely attached to frame or frame structure, may be multi-piece. All rotary engine vehicles equipped with nitrous-oxide injection and/or turbo/supercharger running 9.99 or quicker, or any vehicle exceeding 135 mph must use a flywheel shield labeled as meeting SFI Spec 6.1 or 9.1 minimum.

All FWD or transverse-mounted applications using a clutch and running quicker than 11.49 must be equipped with a flywheel shield made of 1/4-inch-minimum-thickness steel plate. Shield must surround the bellhousing completely except for area of flywheel shield adjacent to differential and axle shaft. Shield may be multi-piece, with pieces bolted together using minimum 3/8-inch-diameter Grade 5 or M10 class 8.8 bolts; may be attached to engine and/or bellhousing. See General Regulations 2:5, 2:6, 2:9, 2:10.

AUTOMATIC TRANSMISSION

All cars using an automatic transmission and running quicker than

10.99 or faster than 135 mph must be equipped with a transmission shield meeting SFI Spec 4.1. All cars using an automatic transmission and running 9.99 seconds or quicker must also be equipped with a flexplate shield labeled as meeting SFI Spec 30.1 and a flexplate labeled as meeting SFI Spec 29.1.

REAR END

See General Regulations 2:11.

3: Brakes & Suspension**BRAKES**

Four wheel brakes mandatory on any bodied car running 7.99 or quicker. Minimum two rear-wheel (one caliper per wheel) hydraulic brakes mandatory on any car running slower than 8.00 seconds. See General Regulations 3:1.

STEERING

See General Regulations 3:2, 3:3, 4:1.

SUSPENSION

Full, automotive-type suspension, front and rear. Minimum 1 working shock absorber per wheel; rigid-mount suspensions prohibited. Lightening of stock components prohibited. See General Regulations 3:2, 3:4, 3:5.

WHEELIE BARS

Permitted. May be adjustable, but must be fixed during run. Any movement or adjustment during run prohibited. Pneumatics, hydraulics, electronics, etc. prohibited. Wheelie-bar wheels must spin free at the starting line. Any preload prohibited.

4: Frame**BALLAST**

Permitted. See General Regulations 4:2.

CHASSIS

Tube chassis permitted.

GROUND CLEARANCE

Minimum 3 inches from front of car to 12 inches behind centerline of front axle, 2 inches for remainder of car (except for exhaust more than 12 inches behind centerline of front axle).

PARACHUTE

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

ROLL BAR

Roll bar mandatory in all cars (including T-tops) running 11.00 to 11.49 (7.00 to 7.35 eighth-mile) and in convertibles running 11.00 to 13.49 (7.00 to 8.25 eighth-mile). See General Regulations 4:10, 10:6.

ROLL CAGE

Roll cage mandatory in cars running 10.99 or quicker or any car exceeding 135 mph. Cars with unaltered firewall, floor, and body (from firewall rearward, wheeltubs permitted), running between 10.00 and 10.99, roll bar permitted in place of roll cage. Cars running 9.99 or quicker must have chassis inspected every three years by NHRA and have a serialized sticker affixed to cage before participation. See General Regulations 4:11.

WHEELBASE

Minimum 85 inches unless car has original engine. Maximum wheelbase variation from left to right is 1 inch.

5: Tires & Wheels

TIRES

Must be DOT or racing tire. Mini-spares prohibited at all times.

WHEELS

Must be automotive-type wheels suitable for street or racing use. Minimum wheel size 13 inches unless originally equipped with smaller wheels and vehicle is equipped with original engine. The thread engagement on all wheel studs to the lug nut must be equivalent to or greater than the diameter of the stud. Length of the stud does not determine permissibility; length of the engagement between the stud and lug determines permissibility. See General Regulations 5:2.

6: Interior

INTERIOR

Upholstery, headliners, carpets, dashboard, etc. optional. Must be equipped with one seat minimum for driver, properly installed. Holes, slots, or other openings in floor and/or firewall prohibited. See General Regulations 6:2, 6:3.

7: Body

BODY

Body must be on NHRA Accepted Bodies list.

Customizing, chopping, channeling, etc. permitted, but must retain full-bodied appearance with minimum 2 functional doors. Doors must open and close from inside and outside. Glass may be replaced with Lexan or other shatterproof material, minimum thickness 1/8-inch. Side windows need not be operative, but must be in fully closed position for run. See General Regulations 7:8.

COMPETITION NUMBERS

See General Regulations 7:2.

FIREWALL

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

STREET EQUIPMENT

Headlights and taillights must be present or painted on; need not be operational except for one working taillight.

8: Electrical

BATTERIES

Batteries must be securely mounted; may not be located in driver compartment unless sealed off per General Regulations. See General Regulations 8:1.

IGNITION

Two steps, rev limiters, etc. permitted. Two steps, rev limiters, or any other rpm-limiting device, legal unto themselves but altered and/or installed so as to function as a downtrack rpm controller, prohibited. See General Regulations 8:1, 8:3, 8:4, 8:5.

MASTER CUTOFF

Mandatory on any car running 9.99 or quicker, or 135 mph or faster, or on any car where battery is relocated to trunk area of vehicle. See General Regulations 8:4.

9:Support Group

COMPUTER

Prohibited. See General Regulations 9:1.

DATA RECORDER

Permitted. See General Regulations 9:2.

FIRE EXTINGUISHER SYSTEM

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

TOW VEHICLES

Permitted. See General Regulations 9:10.

WARM-UPS

See General Regulations 9:4, 9:12.

10:Driver

CREDENTIALS

All drivers running 10.00 seconds or slower must have a valid state- or government-issued driver's license beyond a learner's-permit level or NHRA competition license. All drivers running 9.99 seconds or quicker or 135 mph or faster must have valid NHRA competition license. See General Regulations 10:4.

DRIVER RESTRAINT SYSTEM

Three-inch-wide driver restraint system labeled as meeting SFI Spec 16.1 mandatory in any car required by the rules to have a roll bar or roll cage. System includes crotch strap and must be updated at two-year intervals from date of manufacture. See General Regulations 10:5, 10:11.

HELMET

Helmet meeting Snell K98, 2000, 2005 or SFI Spec 31.1A, 31.2A, 31.1/2005, 41.1A, 41.2A, or 41.1/2005 mandatory for driver of any car running 13.99 seconds or quicker. See General Regulations 10:7.

NECK COLLAR

Mandatory on driver of any car running 9.99 seconds or quicker or 135 mph or faster. See General Regulations 10:8.

PROTECTIVE CLOTHING

See General Regulations 10:10.

HEADS-UP CLASSES

All heads-up classes are considered no-electronics classes. Delay devices, throttle stops, air shifters, electric shifters, or any device that transmits real-time, on-track data to the driver or any remote location prohibited. All applicable NHRA rules apply based on actual e.t. or per Class Requirements.

All vehicles in heads-up classes must meet or exceed minimum weights. Minimum weights are based on vehicle/engine configuration and include driver. Minimum weight is calculated during tech inspection, and weight sticker is attached to window indicating minimum weight. Weights are verified after a run. All vehicles should be prepared to be driven, under their own power, to the scales following a run. Procedures may dictate from time to time that tow vehicles and support personnel are not permitted past the scales. NHRA may, from time to time and in its sole and reasonable discretion, adjust minimum weights in the interest of

maintaining a level playing field.

All heads-up classes are based on a qualified field. Power Street, Turbo Street, and Unlimited Street will qualify 16 cars. All others will qualify eight cars.

Pro RWD, Pro FWD, Modified, Hot Rod, and All Motor run on a .4-second Pro Tree.

Power Street, Turbo Street, and Unlimited Street run on a .4-second Pro Tree.

POWER STREET

> Designation

PW/S preceded by car number.

Sport Compact FWD/AWD/RWD cars allowed. Unibody chassis, all glass, full interior, drag radial class, motor swaps, and 1 power adder allowed, slicks allowed on naturally aspirated entries.

CLASS REQUIREMENTS

1:Engine

ENGINE

Naturally aspirated entries limited to 2.5 liters. 4-cylinder FWD/AWD entries with 1 power adder allowed; 6-cylinder FWD entries with 1 power adder allowed. Engine must be from the same manufacturer as body. Bolt on modifications only. Internal modifications permitted. Air cooled entries allowed.

CYLINDER HEAD

Aftermarket cams, valves, cam gears, porting, polishing, welding, and epoxying permitted; must be commercially available with a minimum production run of 500.

INTERCOOLERS

Liquid or liquid to air intercoolers prohibited. All intercooler components must remain under the hood.

INDUCTION SYSTEM

Must be commercially available, but must retain stock configuration.

ENGINE CONTAINMENT DEVICE

Engine diaper or catch-pan device to capture oil and debris in event of engine failure mandatory. Where exhaust header passes directly under oil pan, two-piece diaper may be utilized. FWD vehicles using OEM manual-transmission case must also have such a device for the transmission, to capture oil and debris in event of transmission failure. If catch-pan device is used, catch pan must employ minimum 2-inch-high lips on all sides. Lips must be coved or curved inward, so as to contain oil in pan. Catch pan must cover entire area below engine/transmission. Catch pan must extend from radiator support to firewall and from framerail to framerail. In all cases, lips must be adequate enough to contain oil in the catch pan. Should a competitor spill excessive oil from the catch pan and debris onto the track, he or she may be disqualified from further competition at the sole and absolute discretion of the event director until catch pan is upgraded, regardless of height of

pan lips or pan design.

EXHAUST

All exhaust must flow through functioning muffler(s); must exit in OEM location. Any vehicle that did not come equipped with a muffler(s) from the factory permitted, provided complete, unmodified (except for header) OEM exhaust system is utilized. See General Regulations 1:3.

FUEL

NHRA-accepted racing gasoline, gasoline (including E85), diesel, natural gas, and propane permitted. All other fuels prohibited. See General Regulations 2:12.

FUEL SYSTEM

Fuel cell prohibited. OEM fuel tank mandatory. No other container, fuel cell, bottle, etc. may contain any type of fuel. All cars must be equipped with a drain valve located on return side of fuel rail to facilitate removal of fuel samples for fuel-check purposes. See General Regulations 1:5.

LIQUID OVERFLOW

See General Regulations 1:6.

NITROUS OXIDE

Commercially available nitrous oxide permitted, including for supercharged and turbocharged engines. Nitrous bottle(s) in driver compartment must be equipped with a relief valve and vented outside of driver's compartment. Bottle(s) must be stamped with a DOT-1800-pound rating and permanently mounted (no hose clamps or tie wraps). Hoses from bottle(s) to solenoid must be high-pressure steel-braided or NHRA-accepted hoses. Commercially available, thermostatically controlled, blanket-type warmer accepted. Any other external heating of bottle(s) prohibited. See General Regulations 1:9.

SUPERCHARGER

Permitted. Screw-type supercharger prohibited. See General Regulations 1:13, 1:14, 4:2.

TURBOCHARGER

Restricted to a single turbocharger. Turbocharger must utilize a turbine housing inlet flange commonly referred to as a T04. The turbine housing inlet flange may be smaller but may never exceed the T04 dimensions in any direction.

All applications limited to a maximum 66mm (2.598 inches) where the maximum compressor wheel diameter may not exceed 66.5mm (2.618 inches) measured at the point where the leading edge of the compressor wheel meets the housing; the compressor housing inducer diameter may not exceed 67.75mm (2.667 inches) measured at the point where the leading edge of the compressor wheel meets the housing. Compressor wheel inducer contours of wheel may not be stepped, notched, or clipped; e.g., the contours must be continuous features from the inducer to the wheel exducer. All air entering the turbocharger must pass through the turbocharger inlet. Injection of any liquid, gas, or any other substance into the inlet or exhaust housing is prohibited. Turbocharger compressor wheel must be constructed of cast or billet aluminum. Exotic material wheels prohibited.

2:Drivetrain

FLYWHEEL SHIELD

All cars using a clutch and running quicker than 11.49 or faster

than 135 mph must be equipped with a flywheel shield made of 1/4-inch-minimum-thickness steel plate. Shield must surround the bellhousing completely except for area of flywheel shield adjacent to differential and axle shaft. Shield may be multi-piece with pieces bolted together using minimum 3/8-inch-diameter Grade 5 or M10 class 8.8 bolts; may be attached to engine and/or bellhousing. In lieu of shield, a blanket meeting SFI Spec 4.1, completely surrounding the bellhousing, is permitted. See General Regulations 2:5, 2:6, 2:9, 2:10.

TRANSMISSION, AUTOMATIC

Transmission must be OEM for engine used. All cars using an automatic transmission and running quicker than 10.99 or faster than 135 mph must be equipped with a transmission shield meeting SFI Spec 4.1, a flexplate shield labeled as meeting SFI Spec 30.1, and a flexplate labeled as meeting SFI Spec 29.1. Transmission brake prohibited.

TRANSMISSION, MANUAL

Transmission must be OEM for engine used. Automated, timer-type, pneumatic, electric, electronic, hydraulic, etc. shifting mechanism prohibited; each individual shift must be a function of the driver and controlled manually. (Driver must pull the lever.) Transmission adapter permitted provided adapter plate is approved by NHRA in advance.

Approved transmission adapters: Part No. 26008: Evolution H2B kit without mounts; Part No. 26208: Evolution H2B kit with mounts; Part No. 26308: Evolution/Bisimoto kit without mounts; Part No. 25208: Evolution/Bisimoto kit with mounts; Part No. 26509: Evolution/Bisimoto H2D kit without mounts; Quartersports Racing H2B Kit.

3: Brakes & Suspension

BRAKES

Four-wheel hydraulic brakes mandatory. Carbon fiber brake rotors prohibited. Staging brake prohibited. See General Regulations 3:1.

STEERING

Must retain full, original OEM steering gear. See General Regulations 3:2, 3:3, 4:1.

SUSPENSION, FRONT

Complete, operative OEM suspension mandatory. Solid OEM replacement mounting bushings allowed. Bolt-on traction devices permitted. Control arms, strut mounting points, etc. must be OEM, front and rear. Aftermarket springs and struts, including coil-overs, permitted, but must utilize original OEM mounting points. Final decision rests with NHRA Technical Services.

SUSPENSION, REAR

Strut tower braces, lower tie bars, sway bars, and limit straps are permitted. Complete, operative OEM suspension mandatory. Bolt-on traction devices permitted. Control arms, strut mounting points, etc. must be OEM, front and rear. Aftermarket control arms, springs and struts, including coil-overs, permitted, but must utilize original OEM mounting points. Final decision rests with NHRA Technical Services. Spindle mounts prohibited.

WHEELIE BARS

Prohibited.

4:Frame

BALLAST

Permitted. See General Regulations 4:2.

CHASSIS

OEM chassis, with complete OEM floorpan and firewall, mandatory. Wheel tubs, back-half conversions, tube chassis, etc. prohibited. Rear bumper supports may be removed. Must retain FWD configuration; rear-drive conversions prohibited. Engine must be located in OEM location for body used. Roll bar mandatory in any car running 11.49 or quicker; roll cage mandatory in any car running 9.99 or quicker or 135 mph or faster. Non-OEM tubing in front of firewall prohibited except to tie shock towers to roll cage. Roll cage in cars running 9.99 or quicker must be inspected every three years by NHRA and have serialized sticker affixed to roll cage before participation. See General Regulations 4:10, 4:11, 10:6.

GROUND CLEARANCE

Minimum 3 inches from front of car to 12 inches behind centerline of front axle, 2 inches for remainder of car (except for exhaust more than 12 inches behind centerline of front axle).

PARACHUTE

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

WHEELBASE

Must retain original wheelbase for body used, plus or minus 1 inch. Maximum wheelbase variation from left to right is 1 inch.

5:Tires & Wheels

TIRES

FWD naturally aspirated applications limited to a maximum width of 9.0 inches and maximum height of 25.0 inches; racing slicks permitted. DOT approved radial tires, front and rear, mandatory on FWD (6-cylinder only)/RWD (4-cylinder and 6-cylinder) forced induction vehicles. Rear "skinnies" prohibited on forced induction vehicles only. Max tire size limited to 235/60. All tires must be DOT approved and warranted for highway use. Retreads, space-saver spares, or any other non-DOT-approved tire prohibited.

NHRA-approved radial tires for FWD/AWD cars (maximum rollout on drive tires 84 inches)

Make	Model
BFGoodrich Tires	G-Force and Comp T/A
Dunlop	Direzza
M&H	Trackmaster Drag Radials
MT	Drag Radials

WHEELS

Must be automotive-type wheels suitable for street or racing use. Minimum wheel size 13 inches unless originally equipped with smaller wheels and vehicle is equipped with original engine. Wheel studs must be threaded into hex portion of lug nut a distance at least equal to the diameter of the stud. Spindle mounts prohibited. See General Regulations 5:2.

6:Interior

INTERIOR

Complete interior, including dashboard, door panels, headliner, etc. mandatory. Rear seat may be removed, but all other upholstery

and panels must remain in place. Two matching, upholstered front seats mandatory. Aftermarket seats permitted, but must be fully upholstered. All factory controls must be retained and operative; i.e., lights, signals, horn, windows, and wipers.

7:Body

BODY

Body must be on NHRA Accepted Bodies list. Pickup and SUV bodies prohibited.

Complete, OEM body structure mandatory, including floorpan, firewall, strut towers, wheel houses, etc. Chopped roofs prohibited.

Mild customizing body kits permitted, but must retain full-bodied appearance, with minimum two functional doors. Doors must open and close from inside and outside. Windshield and all windows must retain OEM safety glass.

Lightweight body panels limited to hood and hatch or deck lid. Air inlet may not extend past the front bumper. Aftermarket body kits permitted, but full street-legal appearance must be maintained. One-piece aftermarket front end prohibited.

COMPETITION NUMBERS

See General Regulations 7:2.

FIREWALL

OEM firewall mandatory. See General Regulations 6:1, 7:4.

FLOOR

OEM floorpan, front to rear, mandatory.

STREET EQUIPMENT

Windshield wipers and OEM side mirrors mandatory. Complete headlight and taillight assemblies (all) mandatory; must be operative.

WINDSHIELD/WINDOWS

Complete OEM windshield and windows mandatory. Windows must be operative per factory specifications. (Must open and close via electrical or OEM mechanical means.)

8:Electrical

BATTERIES

Batteries must be securely mounted; may not be located in driver compartment unless sealed off per General Regulations. OEM 12-volt system mandatory. 16-volt batteries/electrical system prohibited. See General Regulations 8:1.

IGNITION

Two steps, rev limiters, etc. permitted. See General Regulations 8:1, 8:3, 8:4, 8:5.

MASTER CUTOFF

Mandatory on any car running 9.99 or quicker, or 135 mph or faster, or on any car where battery is relocated to trunk area of vehicle. See General Regulations 8:4.

9:Support Group

COMPUTER

Prohibited. See General Regulations 9:1.

DATA RECORDER

Permitted. See General Regulations 9:2.

FIRE EXTINGUISHER SYSTEM

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

TOW VEHICLES

Prohibited.

WARM-UPS

See General Regulations 9:4, 9:12.

The logo for the '10:Driver' section features the text '10:Driver' in a white, sans-serif font on a black background. The number '10' is larger and more prominent than the word 'Driver'. To the left of the text is a vertical column of small white dots, and to the right is a small cluster of white dots.**CREDENTIALS**

All competitors must have competition number and membership number. Valid NHRA competition license mandatory for driver of any vehicle running 9.99 or quicker or 135 mph or faster. All drivers running 10.00 seconds or slower must have a valid state- or government-issued driver's license beyond a learner's-permit level or valid NHRA competition license. See General Regulations 10:4.

DRIVER RESTRAINT SYSTEM

Three-inch-wide driver restraint system labeled as meeting SFI Spec 16.1 mandatory in any car required to have a roll bar or roll cage. System includes crotch strap and must be updated at two-year intervals from date of manufacture. All other cars, OEM restraint system mandatory. See General Regulations 10:5, 10:11.

HELMET

Helmet meeting Snell K98, 2000, 2005 or SFI Spec 31.1A, 31.2A, 31.1/2005, 41.1A, 41.2A, or 41.1/2005 mandatory. Effective Jan. 1, 2008, full-face helmet mandatory on all cars 9.99 or quicker. See General Regulations 10:7.

NECK COLLAR

Mandatory on driver of any car running 9.99 seconds or quicker or 135 mph or faster. See General Regulations 10:8.

PROTECTIVE CLOTHING

See General Regulations 10:10.

TURBO STREET

> Designations

T/S preceded by car number.

Designed for full-bodied, street legal cars. Valid DOT registration and license plates mandatory.

> Minimum Weights

FWD 4-cylinder (1 power adder): 2,450 pounds

FWD 4-cylinder (1 power adder, K-series and Ecotec): 2,500 pounds

FWD 6-cylinder (1 power adder): 2,700 pounds

RWD 4-cylinder (1 power adder): 2,800 pounds

RWD 2-rotor (1 power adder): 2,700 pounds

AWD 4-cylinder (1 power adder, with transfer case): 2,900 pounds

AWD 4-cylinder (1 power adder, non transfer case): 3,000 pounds

Add 200 pounds for second power adder (i.e., NOS and supercharger).

Add 100 pounds for vehicles with removable structural components in front of firewall (i.e., removable upper or lower radiator supports). Removable structural components must be approved in advance by NHRA.

Add 50 pounds to entries with strain gauge transmission shifters.

All weights include driver, verified after the run.

CLASS REQUIREMENTS

1:Engine

ENGINE

Engine swaps (e.g., B Series with B Series) permitted; however, OEM engine mounting points must be utilized. Dart block (P/N 31496701 and 31496801) accepted. Engine swap (e.g., B Series to a K Series) permitted provided engine swap kits are commercially available and approved by NHRA in advance. Engine must be from same manufacturer as body. Engine must be overhead-cam, production-based design. Maximum two power adders. Redundant power adders, such as a dual stage nitrous system, will be counted as one power adder. Engine must be in stock, transverse configuration. Dry sump oil system or external oil pumps prohibited unless OEM equipped and engine is using complete OEM oiling system.

INTERCOOLERS

Air to liquid intercoolers permitted. All components must remain under hood. 50-pound weight penalty for air to liquid intercoolers.

ENGINE CONTAINMENT DEVICE

Engine diaper or catch-pan device to capture oil and debris in event of engine failure mandatory. Where exhaust header passes directly under oil pan, two-piece diaper may be utilized. FWD vehicles using OEM manual-transmission case must also have such a device for the transmission, to capture oil and debris in event of transmission failure. If catch-pan device is used, catch pan must employ minimum 2-inch-high lips on all sides. Lips must be covered or curved inward, so as to contain oil in pan. Catch pan

must cover entire area below engine/transmission. Catch pan must extend from radiator support to firewall and from framerail to framerail. In all cases, lips must be adequate enough to contain oil in the catch pan. Should a competitor spill excessive oil from the catch pan and debris onto the track, he or she may be disqualified from further competition at the sole and absolute discretion of the event director until catch pan is upgraded, regardless of height of pan lips or pan design.

EXHAUST

All cars competing in Turbo Street may be required to run with functioning muffler(s) depending on track regulations. See General Regulations 1:3.

FUEL

NHRA-accepted racing gasoline, gasoline (including E85), diesel, natural gas, and propane permitted. Injection of any other fuel prohibited (e.g., methanol injection). See General Regulations 1:12.

FUEL SYSTEM

Fuel cell permitted, add 50 pounds. No other container, bottle, etc. may contain any type of fuel. All cars must be equipped with a drain valve located on return side of fuel rail to facilitate removal of fuel samples for fuel-check purposes. See General Regulations 1:5.

LIQUID OVERFLOW

See General Regulations 1:6.

NITROUS OXIDE

Commercially available nitrous oxide permitted, including for supercharged and turbocharged engines. Nitrous bottle(s) in driver compartment must be equipped with a relief valve and vented outside of driver's compartment. Bottle(s) must be stamped with a DOT-1800-pound rating and permanently mounted (no hose clamps or tie wraps). Hoses from bottle(s) to solenoid must be high-pressure steel-braided or NHRA-accepted hoses. Commercially available, thermostatically controlled, blanket-type warmer accepted. Any other external heating of bottle(s) prohibited. See General Regulations 1:9.

SUPERCHARGER

Permitted. Screw-type supercharger prohibited. See General Regulations 1:13, 1:14, 4:2.

TURBOCHARGER

Restricted to a single turbocharger. Turbocharger must utilize a turbine housing inlet flange commonly referred to as a T04. The turbine housing inlet flange may be smaller but may never exceed the T04 dimensions in any direction.

K-Series and Ecotec turbo applications limited to a maximum 67.8mm (2.669 inches) where the maximum compressor wheel diameter may not exceed 67.88 mm (2.672 inches) measured at the point where the leading edge of the compressor wheel meets the housing; the compressor housing inducer diameter may not exceed 68.8mm (2.709 inches) measured at the point where the leading edge of the compressor wheel meets the housing. Compressor wheel inducer contours of wheel may not be stepped, notched, or clipped; e.g., the contours must be continuous features from the inducer to the wheel exducer. All air entering the turbocharger must pass through the turbocharger inlet. Injection of any liquid, gas, or any other substance into the inlet or exhaust housing is prohibited. Turbocharger compressor wheel must be constructed of cast or billet aluminum. Exotic material wheels prohibited.

Four-cylinder, RWD, and AWD turbo applications limited to a maximum 70mm (2.756 inches) where the maximum compressor wheel diameter may not exceed 70.5 mm (2.775 inches) measured at the point where the leading edge of the compressor wheel meets the housing; the compressor housing inducer diameter may not exceed 71.75mm (2.825 inches) measured at the point where the leading edge of the compressor wheel meets the housing. Compressor wheel inducer contours of wheel may not be stepped, notched, or clipped; e.g., the contours must be continuous features from the inducer to the wheel exducer. All air entering the turbocharger must pass through the turbocharger inlet. Injection of any liquid, gas, or any other substance into the inlet or exhaust housing is prohibited. Turbocharger compressor wheel must be constructed of cast or billet aluminum. Exotic material wheels prohibited.

Four-cylinder, FWD turbo applications limited to a maximum 72mm (2.835 inches) where the maximum compressor wheel diameter may not exceed 72.5mm (2.854 inches) measured at the point where the leading edge of the compressor wheel meets the housing; the compressor housing inducer diameter may not exceed 73.75mm (2.904 inches) measured at the point where the leading edge of the compressor wheel meets the housing. Compressor wheel inducer contours of wheel may not be stepped, notched, or clipped; e.g., the contours must be continuous features from the inducer to the wheel exducer. All air entering the turbocharger must pass through the turbocharger inlet. Injection of any liquid, gas, or any other substance into the inlet or exhaust housing is prohibited. Turbocharger compressor wheel must be constructed of cast or billet aluminum. Exotic material wheels prohibited.

Six-cylinder, FWD turbo applications limited to a maximum 74mm (2.913 inches) where the maximum compressor wheel diameter may not exceed 74.5 mm (2.933 inches) measured at the point where the leading edge of the compressor wheel meets the housing; the compressor housing inducer diameter may not exceed 75.75mm (2.982 inches) measured at the point where the leading edge of the compressor wheel meets the housing. Compressor wheel inducer contours of wheel may not be stepped, notched, or clipped; e.g., the contours must be continuous features from the inducer to the wheel exducer. All air entering the turbocharger must pass through the turbocharger inlet. Injection of any liquid, gas, or any other substance into the inlet or exhaust housing is prohibited. Turbocharger compressor wheel must be constructed of cast or billet aluminum. Exotic material wheels prohibited.

Rotary turbo applications limited to a maximum 74mm (2.913 inches) where the maximum compressor wheel diameter may not exceed 74.5mm (2.933 inches) measured at the point where the leading edge of the compressor wheel meets the housing; the compressor housing inducer diameter may not exceed 75.75mm (2.982 inches) measured at the point where the leading edge of the compressor wheel meets the housing. Compressor wheel inducer contours of wheel may not be stepped, notched, or clipped; e.g., the contours must be continuous features from the inducer to the wheel exducer. All air entering the turbocharger must pass through the turbocharger inlet. Injection of any liquid, gas, or any other substance into the inlet or exhaust housing is prohibited. Turbocharger compressor wheel must be constructed of cast or billet aluminum. Exotic material wheels prohibited.

2: Drivetrain

FLYWHEEL SHIELD

All cars using a clutch and running quicker than 11.49 or faster than 135 mph must be equipped with a flywheel shield made of 1/4-inch-minimum-thickness steel plate. Shield must surround the bellhousing completely except for area of flywheel shield adjacent to differential and axle shaft. Shield may be multi-piece with pieces bolted together using minimum 3/8-inch-diameter Grade 5 or M10 class 8.8 bolts; may be attached to engine and/or bellhousing. In lieu of shield, a blanket meeting SFI Spec 4.1, completely surrounding the bellhousing, is permitted. See General Regulations 2:5, 2:6, 2:9, 2:10.

TRANSMISSION, AUTOMATIC

All cars using an automatic transmission and running quicker than 10.99 or faster than 135 mph must be equipped with a transmission shield meeting SFI Spec 4.1, a flexplate shield labeled as meeting SFI Spec 30.1, and a flexplate labeled as meeting SFI Spec 29.1. Transmission must be from same manufacturer as body. Non-OEM or aftermarket transmission prohibited. Transmission brake prohibited.

TRANSMISSION, MANUAL

Automated, timer-type, pneumatic, electric, electronic, hydraulic, etc. shifting mechanism prohibited; each individual shift must be a function of the driver and controlled manually. (Driver must pull the lever.) Transmission must be OEM for engine used. Transmission adapter permitted provided adapter plate is approved by NHRA in advance. Non-OEM or aftermarket transmission prohibited.

Approved transmission adapters: Part No. 26008: Evolution H2B kit without mounts; Part No. 26208: Evolution H2B kit with mounts; Part No. 26308: Evolution/Bisimoto kit without mounts; Part No. 25208: Evolution/Bisimoto kit with mounts; Part No. 26509: Evolution/Bisimoto H2D kit without mounts; Part No. OGH2B1124: Quartersports Racing H2B kit.

3: Brakes & Suspension

BRAKES

Four-wheel hydraulic brakes mandatory. Carbon fiber brake rotors prohibited. See General Regulations 3:1.

STEERING

Must retain full, original OEM steering gear. See General Regulations 3:2, 3:3, 4:1.

SUSPENSION, FRONT

Upper mounting point for strut assemblies must be in the factory location. Adjustable caster/camber pillowball mounts are permitted. Lower control arm may be strengthened provided factory mounting points to chassis are maintained. Lower mounting point for strut assembly may be modified for improved caster or camber. Strut tower braces, lower tie bars, sway bars, and limit straps are permitted. Traction bars/devices permitted; must be bolt on ONLY. Final decision rests with NHRA Technical Services.

SUSPENSION, REAR

Aftermarket lower control arms, strut tower braces, lower tie bars, sway bars, and limit straps are permitted. Rear suspension must maintain minimum shock travel of 1 inch. All rear suspensions must use at least one working shock absorber per wheel. Suspension modifications limited to bolt-on items only. Only OEM suspension mounts/attachment points may be utilized. Spindle mounts prohibited.

WHEELIE BARS

Prohibited.

4:Frame**BALLAST**

Permitted. See General Regulations 4:2.

CHASSIS

OEM chassis, with complete OEM floorpan and firewall, mandatory. Wheel tubs, back-half conversions, tube chassis, etc. prohibited. Must retain FWD configuration; rear-drive conversions prohibited. Engine must be located in OEM location for body used. Roll bar mandatory in any car running 11.49 or quicker; roll cage mandatory in any car running 9.99 or quicker or 135 mph or faster. Non-OEM tubing in front of firewall prohibited except to tie shock towers to roll cage. Roll cage in cars running 9.99 or quicker must be inspected every three years by NHRA and have serialized sticker affixed to roll cage before participation. See General Regulations 4:10, 4:11, 10:6.

GROUND CLEARANCE

Minimum 3 inches from front of car to 12 inches behind centerline of front axle, 2 inches for remainder of car (except for exhaust more than 12 inches behind centerline of front axle).

PARACHUTE

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

WHEELBASE

Must retain original wheelbase for body used, plus or minus 1 inch. Maximum wheelbase variation from left to right is 1 inch.

5:Tires & Wheels**TIRES**

FWD application limited to a maximum width of 9.0 inches and maximum height of 25.0 inches; DOT or racing slicks permitted. One power adder RWD/AWD applications limited to a maximum width of 9.0 inches and maximum height of 26.0 inches, DOT or racing slicks permitted. Two power adder RWD/AWD applications limited to a maximum width of 9.0 inches and maximum height of 26.0 inches, DOT-approved tires only.

WHEELS

Must be automotive-type wheels suitable for street or racing use. Minimum wheel size 13 inches unless originally equipped with smaller wheels and vehicle is equipped with original engine. Wheel studs must be threaded into hex portion of lug nut a distance at least equal to the diameter of the stud. Spindle mounts prohibited. See General Regulations 5:2.

6:Interior**INTERIOR**

Complete interior, including dashboard, door panels, headliner, etc. mandatory. Rear seat may be removed. Two matching front seats mandatory. Aftermarket seats permitted, but must be fully upholstered. All factory controls must be retained and operative; i.e., lights, signals, horn, windows, and wipers.

7:Body**BODY**

Body must be on NHRA Accepted Bodies list. Pickup and SUV bodies prohibited.

Based upon advanced written approval by NHRA, mild customizing and body kits permitted, but must retain full-bodied appearance. Minimum two functional doors required. Chopped roofs prohibited. Hood scoops or openings permitted, but must be approved by NHRA in writing. Doors must open and close from inside and outside. Windshield and all windows must retain OEM safety glass.

Lightweight body panels limited to hood, fenders, and deck lid. Aftermarket body kits permitted, but full street-legal appearance must be maintained. One-piece aftermarket front end prohibited.

COMPETITION NUMBERS

See General Regulations 7:2.

FIREWALL

Complete OEM firewall mandatory. Mini-tubbing prohibited. See General Regulations 6:1, 7:4.

FLOOR

OEM floorpan, front to rear, mandatory.

STREET EQUIPMENT

Windshield wipers and OEM side mirrors mandatory. Complete headlight and taillight assemblies (all) mandatory; must be operative.

WINDSHIELD/WINDOWS

Complete OEM windshield and windows mandatory. Windows must be operative per factory specifications. (Must open and close via electrical or OEM mechanical means.)

8:Electrical**BATTERIES**

Batteries must be securely mounted; may not be located in driver compartment unless sealed off per General Regulations. OEM 12-volt system mandatory. 16-volt batteries/electrical system prohibited. See General Regulations 8:1.

IGNITION

Two steps, rev limiters, etc. permitted. See General Regulations 8:1, 8:3, 8:4, 8:5.

MASTER CUTOFF

Mandatory on any car running 9.99 or quicker, or 135 mph or faster, or on any car where battery is relocated to trunk area of vehicle. See General Regulations 8:4.

9:Support Group**COMPUTER**

Prohibited. See General Regulations 9:1.

DATA RECORDER

Permitted. See General Regulations 9:2.

FIRE EXTINGUISHER SYSTEM

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

TOW VEHICLES

Prohibited.

WARM-UPS

See General Regulations 9:4, 9:12.

 **10:Driver** **CREDENTIALS**

All competitors must have competition number and membership number. Valid NHRA competition license mandatory for driver of any vehicle running 9.99 or quicker or 135 mph or faster. All drivers running 10.00 seconds or slower must have a valid state- or government-issued driver's license beyond a learner's-permit level or valid NHRA competition license. See General Regulations 10:4.

DRIVER RESTRAINT SYSTEM

Three-inch-wide driver restraint system labeled as meeting SFI Spec 16.1 mandatory in any car required to have a roll bar or roll cage. System includes crotch strap and must be updated at two-year intervals from date of manufacture. All other cars, OEM restraint system mandatory. See General Regulations 10:5, 10:11.

HELMET

Helmet meeting Snell K98, 2000, 2005 or SFI Spec 31.1A, 31.2A, 31.1/2005, 41.1A, 41.2A, or 41.1/2005 mandatory. Effective Jan. 1, 2008, full-face helmet mandatory on all cars 9.99 or quicker. See General Regulations 10:7.

NECK COLLAR

Mandatory on driver of any car running 9.99 seconds or quicker or 135 mph or faster. See General Regulations 10:8.

PROTECTIVE CLOTHING

9.99 to 7.50 or any car exceeding 135 mph: Jacket and pants meeting SFI Spec 3.2A/5 and gloves meeting SFI Spec 3.3/1 mandatory.

All others, see General Regulations 10:10.

UNLIMITED STREET

> Designations

U/S preceded by car number.

Designed for full-bodied, street legal cars. Valid DOT registration and license plates mandatory.

> Minimum Weights

RWD rotary (1 or 2 power adders)

2-rotor 2,600 pounds

RWD 4-cylinder (1 or 2 power adders)

Up to 2.7 liter (164.75 cid) 2,600 pounds

RWD 6-cylinder (except FZ and JZ, 1 or 2 power adders)

Up to 3.5 liter (213.57 cid) 3,000 pounds

RWD 6-cylinder (FZ and JZ series, 1 or 2 power adders)

Up to 3.5 liter (213.57 cid) 3,200 pounds

RWD 8-cylinder

Turbocharged (4.6L and 311 ci or smaller) 3,300 pounds

Supercharged (311 ci) 3,100 pounds

(312 ci to 363 ci, add 5 pounds per cubic inch)

Nitrous Oxide (311 ci) 2,700 pounds

(312 ci to 363 ci, add 3 pounds per cubic inch)

RWD 8-cylinder weight adjustments

Cog-style belt: Add 50 pounds

Aftercooler/intercooler: Add 100 pounds

Liquid aftercooler/intercooler: Add 100 pounds

All weights include driver, verified after the run.

CLASS REQUIREMENTS

1:Engine

ENGINE

Reserved for 2-rotor, 4-, 6-cylinder entries equipped with a turbocharger, superchargers, a nitrous oxide system for a total of up to two power adders. 8-cylinder entries are allowed a supercharger, turbo, or a nitrous oxide system as a single power adder. Engine must be the same make as vehicle racing. Bolt-on modifications only. Aftermarket cams, cam gears, and other internal modifications allowed. Motor swaps allowed. No air-cooled entries. Dry sump systems prohibited. Any cast iron Ford type 302W/351W 8.2-inch, 8.7-inch, 9.2-inch, or 9.5-inch deck block permitted. Any cast iron or cast aluminum 4.6L/5.4L-based engine block permitted. Block must maintain Ford OEM bore spacing, deck heights, and for engine type used. Deck spacers (extensions) prohibited.

CYLINDER HEADS

Must be commercially available, produced in runs of 500 or more. Billet cylinder prohibited. Any internal modification permitted. 302/351W cylinder heads limited to two valve per cylinder. 4.6/5.4 cylinder heads limited to overhead valve single spark plug per cylinder. Standard bolt pattern only for cylinder heads with a maximum of 10 head fasteners per side in Ford OEM locations. Cylinder heads must maintain original production valve angles + or - 2 degrees. Intake port plates prohibited, exhaust port plates maximum thickness .500-inch permitted. Intake port adapters permitted on 5.4L applications to use accepted 4.6L intake manifolds. Eight-cylinder, cylinder heads must be NHRA accepted and appear on the following list.

UNLIMITED STREET APPROVED CYLINDER HEADS

Ford OEM 4.6, 5.0, 5.4, 5.8 cast iron and aluminum heads
FRPP GT-40/GT-40P/GT-40X, GT-40Y cast iron and aluminum heads

FRPP 4.6 2V & 4V

FRPP Z304 cylinder head, PN# M-6049-Z304

Edelbrock Performer & Performer RPM, PN# 60329, 60359, 60279, 60229, 60259, 60269

Edelbrock Victor Jr. A/C & CNC, PN# 7716, 61269, 61279

Trick Flow Twisted Wedge & Track Heat, Non-R

Brodix ST 5.0 Aluminum, PN# ST 5.0, ST 5.0R

Brodix TI and T1X

Holley 5.0, PN# 300-573, 574, 575, 576, 577, 578, 579

World Products Roush 180 & Windsor Jr, PN# 53030, 23030

World Products Roush 200 & Windsor Sr, PN# 53040

Dart Pro 1 170cc & 195cc as-cast; 215cc & 225cc CNC

Air Flow Research 165, 185, 205, 225

Canfield, PN# 18-350, 20-450, 20-475

CAMSHAFTS

Eight-cylinder applications limited to the following maximum lift:

5.0 engines: .550 maximum lift

4.6 2V engines: .550 maximum lift

4.6 3V engines: .550 maximum lift

4.6 4V engines: .520 maximum lift

INDUCTION SYSTEM

Any commercially available induction system may be used, but stock configuration must be retained. Example: Fuel-injected entries must remain fuel-injected, with the same type of injection used as delivered stock. Example: If the car is delivered from the factory in a single throttle body configuration, it must remain as a single throttle body. Any accepted fuel-injection engine control system permitted. Induction system must be NHRA accepted and appear on the following list. Only mass-produced, commercially available throttle bodies permitted. 5.0 and 4.6 2-valve applications limited to a maximum throttle body size of 75mm (2.952 inches). 4.6 4-valve applications may use aftermarket, commercially available, bolt-on throttle body. Throttle bodies are allowed to be mounted to carburetor mounting flange directly, or with an adapter/spacer. Maximum size of mass air sensor allowed 80mm (3.150 inches). Any size/type fuel injector permitted. Maximum of eight fuel injectors for 8-cylinder applications, six fuel injectors for 6-cylinder applications located in stock location.

UNLIMITED STREET APPROVED INDUCTION MANIFOLDS

Ford OEM/SVT 4.6, 5.0, 5.4, 5.8 EFI intake – upper and lower
FRPP GT-40 upper and lower, PN# M 6001 A50

FRPP 4.6 2V, 4V aftermarket intake – package, PN# M9424 E46, M9424 T46

Edelbrock Performer, RPM, RPM II – upper and lower, PN# 3821, 7126, 7123

Trick Flow Street Heat, Track Heat – upper and lower, PN# 51500001, 51500002

Trick Flow 351W EFI Intake – upper and lower, PN# 51500004, 515B0005

Holley SystemMax – upper and lower, PN# 300-72

Saleen/Vortech – upper and lower

Edelbrock Victor 5.0 – NITROUS ONLY – upper and lower, PN# 2945

Trick Flow R – NITROUS ONLY – upper and lower, PN# 51500003

Edelbrock Victor 5.8 – NITROUS ONLY – upper and lower, PN# 3887

Edelbrock Victor Jr. & Super Victor – NITROUS ONLY (carb style, 8.2. 9.5.deck)

Canfield Carb Intake – NITROUS ONLY Hamilton-Clark 4.6 aftermarket intake

Reicard Racing 4.6L 2 valve sheet metal intake manifold

Sullivan Modular 4.6L 4-barrel, 5.4L-4-barrel intake manifolds – NITROUS ONLY

ENGINE CONTAINMENT DEVICE

Engine diaper or catch-pan device to capture oil and debris in event of engine failure mandatory. If catch-pan device is used, catch pan must employ minimum 2-inch-high lips on all sides. Lips must be covered or curved inward, so as to contain oil in pan. Catch pan must cover entire area below engine/transmission. Catch pan must extend from radiator support to firewall and from framerail to framerail. In all cases, lips must be adequate enough to contain oil in the catch pan. Should a competitor spill excessive oil from the catch pan and debris onto the track, he or she may be disqualified from further competition at the sole and absolute discretion of the event director until catch pan is upgraded, regardless of height of pan lips or pan design.

EXHAUST

All exhaust must flow through functioning muffler(s); must exit behind rear tires. See General Regulations 1:3.

FUEL

NHRA-accepted racing gasoline, gasoline (including E85), diesel, natural gas, and propane permitted. VP 56 or VP import prohibited. See General Regulations 1:12.

FUEL SYSTEM

Fuel cell permitted. No other container, bottle, etc. may contain any type of fuel. All cars must be equipped with a drain valve located on return side of fuel rail to facilitate removal of fuel sample for fuel-check purposes. See General Regulations 1:5.

LIQUID OVERFLOW

See General Regulations 1:6.

NITROUS OXIDE

Commercially available nitrous oxide permitted, including for supercharged and turbocharged engines. Nitrous bottle(s) in driver compartment must be equipped with a relief valve and vented outside of driver's compartment. Bottle(s) must be stamped with a DOT-1800-pound rating and permanently mounted (no hose clamps or tie wraps). Hoses from bottle(s) to solenoid must be high-pressure steel-braided or NHRA-accepted hoses.

Commercially available, thermostatically controlled, blanket-type warmer accepted. Any other external heating of bottle(s) prohibited. See General Regulations 1:9. Applications utilizing EFI-style manifold are permitted any multi-stage nitrous system, including dual-stage plates and/or dual-stage foggers used in combination. Applications utilizing carb-style manifold, limited to single stage fogger (maximum one nozzle per cylinder) or dual-stage nitrous plate(s). Nitrous oxide entries restricted to two (1) 10-pound nitrous bottles or one 15-pound nitrous bottle. Nitrous supply line may be any size. Push systems prohibited.

INTERCOOLERS

Air to air and air to liquid intercoolers permitted. Turbocharged 8-cylinder applications not permitted to run liquid aftercoolers/intercoolers, air to air only.

SUPERCHARGER

Inlet diameter – external OD 4-inches maximum, discharge diameter – external diameter 3-inches maximum, housing diameter

(greatest external diameter of housing not to include discharge) – 10 inch maximum, impeller exducer diameter (tip to tip) – 6.6 inches, impeller inducer diameter – 4.0 inches. Supercharger compressor wheel must be constructed of cast or billet aluminum and must be accepted for the specified supercharger unit. Exotic material wheels prohibited. Pushrod-based engines must use standard rotation (non-reverse) supercharger, with supercharger inlet mounted rearward. Superchargers and gear ratios must be NHRA accepted and appear on the following lists.

UNLIMITED STREET APPROVED SUPERCHARGERS

VORTECH A, B, S, YS, YSi, JT, & T TRIM, V24-YSi
 ATI Procharger p600, D-1, d-1sc, d-1r
 ATI Procharger p1sc, P1SC-2, p1sc-h
 ATI Procharger f1, F1R, F1C-5.0
 Paxton SN, vr4, NOVI 1000, 2000
 Powerdyne BD-9, BD-10, BD-11, XB-1A

UNLIMITED STREET APPROVED GEAR RATIOS

Vortech V-1 A, B, S, T, JT, YS, YSi Trim 3.45:1
 Vortech V-2 S Trim 3.60:1
 Vortech V24-YSi Trim 4.25:1
 ATI Procharger P1SC, P1SC-2, P1SC-H, D1SC 4.10:1
 ATI Procharger D1, D1R 4.44:1
 ATI Procharger F1, F1R, F1C-5.0 5.00:1
 Paxton Novi 1000, 2000 3.54:1 or 3.50:1

TURBOCHARGER

Eight-cylinder, single turbo applications limited to a maximum 78mm (3.071 inches) where the maximum compressor wheel diameter may not exceed 78.5 mm (3.091 inches) measured at the point where the leading edge of the compressor wheel meets the housing; the compressor housing inducer diameter may not exceed 79.75mm (3.104 inches) measured at the point where the leading edge of the compressor wheel meets the housing. Compressor wheel inducer contours of wheel may not be stepped, notched, or clipped; e.g., the contours must be continuous features from the inducer to the wheel exducer. All air entering the turbocharger must pass through the turbocharger inlet. Injection of any liquid, gas, or any other substance into the inlet or exhaust housing is prohibited. Turbocharger compressor wheel must be constructed of cast or billet aluminum. Exotic material wheels prohibited.

Four-cylinder, single turbo applications limited to a maximum 88mm (3.465 inches) where the maximum compressor wheel diameter may not exceed 88.5mm (3.484 inches) measured at the point where the leading edge of the compressor wheel meets the housing; the compressor housing inducer diameter may not exceed 89.75mm (3.533 inches) measured at the point where the leading edge of the compressor wheel meets the housing. Compressor wheel inducer contours of wheel may not be stepped, notched, or clipped; e.g., the contours must be continuous features from the inducer to the wheel exducer. All air entering the turbocharger must pass through the turbocharger inlet. Injection of any liquid, gas, or any other substance into the inlet or exhaust housing is prohibited. Turbocharger compressor wheel must be constructed of cast or billet aluminum. Exotic material wheels prohibited.

Six-cylinder, single turbo applications limited to a maximum 80mm (3.150 inches) where the maximum compressor wheel diameter may not exceed 80.5mm (3.169 inches) measured at the point where the leading edge of the compressor wheel meets the housing; the compressor housing inducer diameter may not exceed

81.75mm (3.219 inches) measured at the point where the leading edge of the compressor wheel meets the housing. Compressor wheel inducer contours of wheel may not be stepped, notched, or clipped; e.g., the contours must be continuous features from the inducer to the wheel exducer. All air entering the turbocharger must pass through the turbocharger inlet. Injection of any liquid, gas, or any other substance into the inlet or exhaust housing is prohibited. Turbocharger compressor wheel must be constructed of cast or billet aluminum. Exotic material wheels prohibited.

Six-cylinder, twin turbo applications limited to a maximum 58mm (2.283 inches) where the maximum compressor wheel diameter may not exceed 58.5mm (2.303 inches) measured at the point where the leading edge of the compressor wheel meets the housing; the compressor housing inducer diameter may not exceed 59.75mm (2.352 inches) measured at the point where the leading edge of the compressor wheel meets the housing. Compressor wheel inducer contours of wheel may not be stepped, notched, or clipped; e.g., the contours must be continuous features from the inducer to the wheel exducer. All air entering the turbocharger must pass through the turbocharger inlet. Injection of any liquid, gas, or any other substance into the inlet or exhaust housing is prohibited. Turbocharger compressor wheel must be constructed of cast or billet aluminum. Exotic material wheels prohibited.

2:Drivetrain

DRIVELINE

Driveshaft loop required on all cars running 11.49 seconds or quicker. See General Regulations 2:4.

FLYWHEEL SHIELD

All manual-transmission-equipped cars running quicker than 11.99 or faster than 135 mph must have a flywheel shield labeled as meeting minimum SFI Spec 6.1 or 9.1. Applications for which an SFI Spec 6.1 or 9.1 flywheel shield is not available may use an SFI Spec 6.1 or 9.1 flywheel shield from another application, attached to a motor plate that is attached to the engine block at all available bolt holes, or a fabricated shield made of 1/4-inch-thick steel, surrounding the bellhousing 360 degrees, extending 1 inch forward and 1 inch rearward of the rotating clutch assembly. Shield must be securely attached to frame or frame structure; may be multi-piece.

TRANSMISSION

OEM transmissions or replicas of OEM transmissions that use planetary gears permitted, but no purpose-built transmissions allowed. Automatic transmissions must be mated to torque converters, not clutches. Manual transmissions permitted for Sport Compact cars. Transmission to engine adapters permitted. Trans brakes allowed. Lock-up transmissions/torque converters permitted. Automatic transmissions must be NHRA accepted and appear on the following lists.

UNLIMITED STREET APPROVED TRANSMISSIONS

Ford AOD
5R55S
AOD-E
4R70W
C4 and C6
GM Turbo 350
400, Powerglide
700R4

REAR END

RWD applications only. Stock drive train configuration required. OEM configuration must be retained. Rear ends: OE-style bolt-in differential casing allowed. Aftermarket substitutes permitted. Example: (8.8 inch, 9 inch, or 12 bolt).

3: Brakes & Suspension**BRAKES**

Four-wheel hydraulic brakes mandatory. Carbon fiber brake rotors prohibited. See General Regulations 3:1.

STEERING

Must retain full, original OEM steering gear. See General Regulations 3:2, 3:3, 4:1.

SUSPENSION

Must use one shock per wheel, or retain original-style suspension. Coil-over shocks allowed. Stock shock towers must remain completely intact front and rear. Roll bar may be attached to shock towers. Stock pieces may be strengthened. Rear: Entire rear subframe structure must remain intact. The entire rear portion of the strut mount must also remain intact. Lower control arm alterations limited to lengthening or strengthening. Back-half conversions not permitted.

WHEELIE BARS

Prohibited.

4: Frame**BALLAST**

Permitted. See General Regulations 4:2.

CHASSIS

OEM chassis, with complete OEM floorpan mandatory. Wheel tubs, back-half conversions, tube chassis, etc. prohibited. Roll bar mandatory in all vehicles running 11.49 or quicker; roll cage mandatory in any car running 9.99 or quicker or 135 mph or faster. Non-OEM tubing in front of firewall prohibited except to tie shock towers to roll cage. Roll cage in cars running 9.99 or quicker must be inspected every three years by NHRA and have serialized sticker affixed to roll cage before participation. See General Regulations 4:10, 4:11, 10:6.

GROUND CLEARANCE

Minimum 3 inches from front of car to 12 inches behind centerline of front axle, 2 inches for remainder of car (except for exhaust more than 12 inches behind centerline of front axle).

PARACHUTE

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

WHEELBASE

Must retain original wheelbase for body used. Maximum wheelbase variation from left to right is 1 inch.

5: Tires & Wheels**TIRES**

Eight-cylinder supercharged applications limited to maximum width of 10.5 inches and maximum height of 28 inches; non W tires for racing slicks. Six-cylinder single turbo applications limited to

maximum width of 10.5 inches and maximum height of 28 inches; DOT-approved tires. Twin turbo applications limited to 315/60/15; drag radials. Retreads, space-saver spares, or any other non-DOT-approved tire prohibited.

WHEELS

Must be automotive-type wheels suitable for street or racing use. Minimum wheel size 13 inches unless originally equipped with smaller wheels and vehicle is equipped with original engine. Wheel studs must be threaded into hex portion of lug nut a distance at least equal to the diameter of the stud. Spindle mounts prohibited. See General Regulations 5:2.

6:Interior

INTERIOR

Door panels, dashboard, headliner, and carpet mandatory. Passenger seat and back seat plus all interior trim from driver's seat back can be removed. Doors must work from inside and outside of vehicle. Door switches must be operative and be located as designed by manufacturer. Stock steering column and turn signals must be retained.

7:Body

BODY

Body must be on NHRA Accepted Bodies list. Pickup and SUV bodies permitted.

Lightweight parts limited to hood and ground effects only. Fender modification prohibited. Quarterpanels permitted to be trimmed outside 1.5 inches from wheelwell to allow for larger tires. Sunroof plugs permitted. Cutting or drilling of body or chassis is limited to front bumper support to allow for installation of turbo intercooler, and rear bumper support may be removed. Removal of other components for purpose of lightening vehicle prohibited. Chop tops not prohibited.

COMPETITION NUMBERS

See General Regulations 7:2.

FIREWALL

OEM firewall mandatory. See General Regulations 6:1, 7:4.

FLOOR

OEM floorpan, front to rear, mandatory.

STREET EQUIPMENT

Headlights, turn signals, horn, and taillights must be retained in stock location. One headlight can be removed for air induction.

WINDSHIELD/WINDOWS

Complete OEM windshield and windows mandatory. Windows must be operative per factory specifications. (Must open and close via electrical or OEM mechanical means.)

8:Electrical

BATTERIES

Batteries must be securely mounted; may not be located in driver compartment unless sealed off per General Regulations. OEM 12-volt system mandatory. 16-volt batteries/electrical system prohibited. See General Regulations 8:1.

IGNITION

Two steps, rev limiters, etc. permitted. See General Regulations 8:1, 8:3, 8:4, 8:5.

MASTER CUTOFF

Mandatory on any car running 9.99 or quicker, or 135 mph or faster, or on any car where battery is relocated to trunk area of vehicle. See General Regulations 8:4.

**9:Support Group****COMPUTER**

Prohibited. See General Regulations 9:1.

DATA RECORDER

Permitted. See General Regulations 9:2.

FIRE EXTINGUISHER SYSTEM

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

TOW VEHICLES

Prohibited.

WARM-UPS

See General Regulations 9:4, 9:12.

**10:Driver****CREDENTIALS**

All competitors must have competition number and membership number. Valid NHRA competition license mandatory for driver of any vehicle running 9.99 or quicker or 135 mph or faster. All drivers running 10.00 seconds or slower must have a valid state- or government-issued driver's license beyond a learner's-permit level or valid NHRA competition license. See General Regulations 10:4.

DRIVER RESTRAINT SYSTEM

Three-inch-wide driver restraint system labeled as meeting SFI Spec 16.1 mandatory in any car required to have a roll bar or roll cage. System includes crotch strap and must be updated at two-year intervals from date of manufacture. All other cars, OEM restraint system mandatory. See General Regulations 10:5, 10:11.

HELMET

Helmet meeting Snell K98, 2000, 2005 or SFI Spec 31.1A, 31.2A, 31.1/2005, 41.1A, 41.2A, or 41.1/2005 mandatory. Effective Jan. 1, 2008, full-face helmet mandatory on all cars 9.99 or quicker. See General Regulations 10:7.

NECK COLLAR

Mandatory on driver of any car running 9.99 seconds or quicker, or 135 mph or faster. See General Regulations 10:8.

PROTECTIVE CLOTHING

9.99 to 7.50 or any car exceeding 135 mph; Jacket and pants meeting SFI Spec 3.2A/5 and gloves meeting SFI Spec 3.3/1 mandatory.

All others, see General Regulations 10:10.

CLASSES AND DESIGNATIONS

CHAMPIONSHIP HEADS-UP CLASSES

Qualified field, based on low elapsed time during qualifying.

> **All Motor**

FWD/RWD cars. Unibody or tube chassis, Lexan windows, 1 piece front allowed, aftermarket transmission allowed, naturally aspirated.

> **Hot Rod**

FWD/AWD cars. Unibody chassis, Lexan windows, 1 piece front allowed, 2 power adders allowed, aftermarket trans allowed.

> **Modified**

Import or domestic back-half cars only. 2-rotor, 3-rotor, 4-cylinder, 6-cylinder, and 8-cylinder cars allowed. Max displacement is 449 cubic inches.

Turbocharged/supercharged/nitrous entries allowed

> **Pro FWD**

FWD/AWD allowed, tube chassis allowed, 4- and 6-cylinder motors allowed.

> **Pro RWD**

Import or domestic full-tube chassis cars. 2-rotor, 3-rotor, 4-cylinder, 6-cylinder, and 8-cylinder cars allowed. Max displacement is 530 cubic inches.

Turbocharged/supercharged/nitrous entries allowed.

> **Extreme Dragster**

Designed for rear-engine import or domestic rail cars, 225-inch minimum wheelbase. 4-, 6-, 8-cylinder-powered cars allowed. Maximum displacement is 530 cubic inches.

Turbocharged/supercharged/nitrous entries allowed.

In an effort to maintain competitive racing, NHRA reserves the right to make rule revisions as deemed appropriate.

ALL MOTOR

> Designations

AM preceded by car number.

Designed for full-bodied cars with OEM floorpan and no power adders.

> Minimum Weights

FWD 4-cylinder

Up to 2.20 liter	(134.25 cid)	1,625 pounds
2.21 to 2.3 liter	(134.25 cid to 140.35 cid)	1,650 pounds
2.31 to 2.4 liter	(140.6 cid to 146.46 cid)	1,675 pounds
2.41 to 2.5 liter	(147.06 cid to 152.56 cid)	1,700 pounds
2.51 to 2.6 liter	(153.17 cid to 158.66 cid)	1,725 pounds

Back-half or full-tube chassis: Add 25 pounds.*

*Any FWD All Motor vehicle that does not comply with all OEM unibody rules automatically defaults to the 25-pound weight penalty for back-half or full tube.

RWD 2-rotor

1,850 pounds

FWD 6-cylinder

Up to 3.2 liter (195.26 cid) 2,200 pounds

RWD 4-cylinder

2.0 liter	(122.25 cid and less)	1,800 pounds
2.01 to 2.2	(122.26 cid to 134.25 cid)	1,825 pounds
2.21 to 2.4	(134.26 cid to 146.50 cid)	1,850 pounds
2.41 to 2.6	(146.51 cid to 158.50 cid)	1,875 pounds
2.6 max displacement, regardless of weight		

RWD Rotary 3/4 chassis: 1,825 pounds

VW air cooled

"Type 1" or "waterboxer," cast magnesium or cast aluminum case permitted. NHRA-accepted aftermarket heads permitted. Accepted aftermarket heads are 910 Pro Series Autocraft, SHO Performance Technology, Bug Pack Superflow, Heads-Up Performance, and Pauter Super Pro.

2.6 max displacement (158.50 cid) 1,625 pounds

Sequential, clutchless, V-gate or non-OEM aftermarket transmission, add 100 pounds, all cars.

All weights include driver, verified after the run.

CLASS REQUIREMENTS

1:Engine

ENGINE

Engine must be from same manufacturer as body. 4-cylinder or 2-rotor engine only; all others prohibited. Artificial cooling of air or fuel prohibited. Power adders prohibited. Stepped-deck block maximum 3/4-inch permitted. Billet blocks prohibited. Dart blocks permitted. Use of vacuum pump for evacuation of crankcase

pressure permitted. Dry-sump permitted. All engine-block and cylinder-head castings must be, or have been, available in a production car or truck from a recognized OEM assembly line with a minimum production run of 5,000 units, except as noted for VW air cooled.

ENGINE CONTAINMENT DEVICE

Engine diaper or catch-pan device to capture oil and debris in event of engine failure mandatory. Where exhaust header passes directly under oil pan, two-piece diaper may be utilized. FWD vehicles using OEM manual-transmission case must also have such a device for the transmission, to capture oil and debris in event of transmission failure. If catch-pan device is used, catch pan must employ minimum 2-inch-high lips on all sides. Lips must be covered or curved inward, so as to contain oil in pan. Catch pan must cover entire area below engine/transmission. Catch pan must extend from radiator support to firewall and from framerail to framerail. In all cases, lips must be adequate enough to contain oil in the catch pan. Should a competitor spill excessive oil from the catch pan and debris onto the track, he or she may be disqualified from further competition at the sole and absolute discretion of the event director until catch pan is upgraded, regardless of height of pan lips or pan design.

EXHAUST

Open exhaust permitted.

FUEL

Methanol, NHRA-accepted ethanol, NHRA-accepted racing gasoline, gasoline (including E85) diesel, natural gas, and propane permitted. All other fuels prohibited. See General Regulations 1:8, 1:12.

FUEL SYSTEM

See General Regulations 1:5.

LIQUID OVERFLOW

See General Regulations 1:6.

NITROUS OXIDE

Prohibited.

SUPERCHARGER, TURBOCHARGER

Prohibited.

2:Drivetrain

CLUTCH

The use of slider, adjustable, or any "Pro Stock-type" clutch prohibited. Two discs maximum. Clutch must be manually operated by driver's foot: Electronics, pneumatics, hydraulics, or any other device may in no way affect the clutch system. Throwout bearing must release all fingers, levers, stages, etc. simultaneously. Staged or variable release clutches of any description prohibited.

DRIVELINE

Aftermarket or non-OEM transmissions permitted; see weight breaks. Automated, timer-type, pneumatic, electric, electronic, hydraulic, etc. shifting mechanism prohibited; each individual shift must be a function of the driver and controlled manually. (Driver must pull the lever.) Rear-end swap permitted, but must use original mounting points and suspension. Vehicles running 10.99 or quicker with independent rear suspension using upper and lower (both) control arms may retain swing-axle assembly regardless of weight or e.t. Must have 360-degree, minimum 1-inch-wide by 1/4-inch-thick axle-retention loop on each axle.

FLYWHEEL SHIELD

All manual-transmission-equipped RWD cars running 11.99 or quicker must have a flywheel shield labeled as meeting minimum SFI Spec 6.1 or 9.1 or a fabricated shield made of 1/4-inch-thick steel, surrounding the bellhousing 360 degrees, extending 1 inch forward and 1 inch rearward of the rotating clutch assembly. Shield must be securely attached to frame or frame structure, may be multi-piece.

All FWD or transverse-mounted applications using a clutch and running quicker than 11.99 must be equipped with a flywheel shield made of 1/4-inch-minimum-thickness steel plate. In lieu of steel plate, an SFI Spec 4.1 blanket will be accepted if blanket adequately covers bellhousing. Shield must surround the bellhousing completely except for area of flywheel shield adjacent to differential and axle shaft. Shield may be multi-piece, with pieces bolted together using minimum 3/8-inch-diameter Grade 5 or M10 class 8.8 bolts; may be attached to engine and/or bellhousing. See General Regulations 2:5, 2:6, 2:9, 2:10.

TRANSMISSION, AUTOMATIC

Non-original, OEM automatic transmission permitted but will be assessed a weight penalty (Honda engine with a Ford transmission, or Dodge engine with a Dodge transmission that was never coupled with a particular engine in production, etc.). Air shifter, or any shifter activated by a button on the steering wheel, prohibited on automatic transmission. Gear change must be a function of the driver pulling a lever. All cars using an automatic transmission must be equipped with a transmission shield meeting SFI Spec 4.1, a flexplate shield labeled as meeting SFI Spec 30.1, and a flexplate labeled as meeting SFI Spec 29.1. Transmission brake permitted.

TRANSMISSION, MANUAL

Aftermarket or non-original OEM transmissions permitted but must allow downshifting and retain normal H pattern. Automated, timer-type, pneumatic, electric, electronic, hydraulic, etc. shifting mechanism prohibited; each individual shift must be a function of the driver and controlled manually. (Driver must pull the lever.)

NHRA-accepted aftermarket clutchless transmission permitted with 100-pound weight penalty. Aftermarket transmission must be accepted by NHRA prior to use at any NHRA sport compact sanctioned event. Contact NHRA Technical Department for acceptance criteria.

REAR END

Rear-end swap permitted, but must use original mounting points and suspension. See General Regulations 2:11.

3: Brakes & Suspension**BRAKES**

Four-wheel hydraulic brakes mandatory. See General Regulations 3:1.

STEERING

See General Regulations 3:2, 3:3, 4:1.

SUSPENSION

OEM suspension mounting points mandatory. Traction devices permitted provided stock mounting points are retained. One working shock absorber per wheel mandatory. See General Regulations 3:2, 3:4, 3:5.

SUSPENSION, FRONT, FWD

Upper mounting point for strut assemblies must be in the factory location. Front and rear sides of strut tower may be "notched" for tire clearance, and area must be refinished with minimum .024-inch steel. Full wheel tubs prohibited. Roll-bar tubing may run across top of strut tower and attach to frame horn. Adjustable caster/camber pillowball mounts are permitted. Lower control arm may be strengthened provided factory mounting points to chassis are maintained. Aftermarket or fabricated lower control arms permitted; must use original mounting points. Lower mounting point for strut assembly may be modified for improved caster or camber. Strut tower braces, lower tie bars, sway bars, and limit straps permitted. Traction bars/devices permitted; must be bolt on ONLY. Final decision rests with NHRA Technical Services. All front suspensions must utilize one, and only one, working shock absorber/strut per wheel. Shock/strut must attach to original OEM upper mount and maintain minimum 1-inch travel.

SUSPENSION, FRONT, RWD

Aftermarket or fabricated lower control arms permitted; must use original mounting points.

SUSPENSION, REAR

FWD with factory independent rear suspension may replace independent rear suspension with straight axle suspension, but must retain original mounting points. Strut must mount to original upper mounting point.

WHEELIE BARS

Permitted. Maximum length 65 inches from rear bumper. May be adjustable, but must be fixed during run. Any movement or adjustment during run prohibited. Pneumatics, hydraulics, electronics, etc. prohibited. Wheelie-bar wheels must spin free from the point where driver's crew has completed its vehicle check (post burnout) and the pre-stage beam. Any violation of this rule may result in the run being disqualified. Any preload prohibited.

The logo for the '4:Frame' section features the text '4:Frame' in a stylized, italicized font. The number '4' is significantly larger than the word 'Frame'. The text is white and set against a black background that has a jagged, right-pointing edge. On the left side of the black background, there are several small white dots arranged in a grid-like pattern. On the right side, there are more dots, some of which are larger and more prominent, suggesting a digital or technical theme.**BALLAST**

Permitted. See General Regulations 4:2.

CHASSIS, ALL CARS

FWD must retain FWD configuration; rear-drive conversions prohibited. Roll bar mandatory for all cars. Excessive lightening of unibody structure (i.e., drilling of holes, etc.) prohibited. Center-driver position prohibited. Driver must be located completely to the left or right of vehicle centerline.

CHASSIS, FWD

Engine must be located in OEM orientation for body used. Conversion from transverse to longitudinal engine orientation prohibited. If engine is relocated weight penalty for full-tube chassis is assessed. Wheel tubs, back halves, tube chassis, etc. permitted; however, full-tube chassis or back half with non-OEM strut mounts/strut tower assemblies incurs weight penalty. (See minimum weights at beginning of section, and also Floor, FWD under Body.) Back half without weight penalty is considered from B-post or main roll-cage hoop, whichever is farther rearward, to rear of car.

CHASSIS, RWD

Engine relocation prohibited. Non-OEM tubing in front of firewall prohibited except to tie in shock towers. OEM chassis, with complete OEM floorpan and firewall minus 6 square feet for transmission removal, mandatory. Back half is considered from B-

post or main roll cage hoop, whichever is farther rearward, to rear of car.

GROUND CLEARANCE

Minimum 3 inches from front of car to 12 inches behind centerline of front axle, 2 inches for remainder of car (except for exhaust more than 12 inches behind centerline of front axle).

PARACHUTE

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

ROLL BAR

Mandatory. See General Regulations 4:10, 10:6.

ROLL CAGE

Permitted. See General Regulations 4:11.

WHEELBASE

Must retain original wheelbase for body used, plus or minus 1 inch. Maximum wheelbase variation from left to right is 1 inch.

5: Tires & Wheels

TIRES

Drive tires must be DOT or racing slicks with a maximum width of 10.5 inches. Maximum rollout on drive tires 88.5 inches. Non-drive tires must be for automotive use with a minimum width of 3 inches. See General Regulations 5:1.

WHEELS

Must be automotive-type wheels suitable for street or racing use. Minimum wheel size 13 inches unless originally equipped with smaller wheels and vehicle is equipped with original engine. Wheel studs must be threaded into hex portion of lug nut a distance at least equal to the diameter of the stud. See General Regulations 5:2.

6: Interior

INTERIOR

Upholstery, headliners, carpets, dashboard, etc. optional. Must be equipped with one seat minimum for driver, properly installed. Holes, slots, or other openings in floor and/or firewall prohibited. See General Regulations 6:2, 6:3.

7: Body

BODY

Body must be on NHRA Accepted Bodies list. Pickup and SUV bodies prohibited.

Chopped roofs prohibited. Convertible permitted, but must run with top up. Doors must open and close from inside and outside. Glass may be replaced with Lexan or other shatterproof material, minimum thickness 1/8-inch. Side windows need not be operative, but must be in fully closed position for run.

Lightweight body panels permitted. FWD 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 wheelwell opening and must be readily accessible for

inspection. RWD/AWD must retain OEM shell. Body must retain a finished appearance, with full fenders, hood, bumpers (or fascia kits), and paint. Air intake tube may not be routed outside of body, hood scoop permitted. Otherwise, only factory air-inlet openings permitted.

COMPETITION NUMBERS

See General Regulations 7:2.

FIREWALL

OEM firewall mandatory on RWD and AWD. Replacement steel firewall permitted on FWD, but incurs full-tube-chassis weight penalty. Mini tubs permitted. See General Regulations 6:1, 7:4.

FLOOR, FWD

Horizontal portion(s) of floorpan may be removed from behind B-post or roll-cage main hoop attachment points (whichever is farther rearward) to rear of car. Entire shock/strut tower structure must be retained. Portion of floor removed must be replaced with aluminum or steel, completely sealed. Complete, unaltered, OEM floorpan from B-post or roll-cage main hoop attachment points (whichever is farther rearward) to front of car mandatory to compete without weight penalty. See minimum weights at beginning of section. Excessive lightening of unibody structure, i.e., drilling of holes, etc., prohibited.

FLOOR, RWD

OEM floorpan, front to rear, minus 6 square feet for transmission removal, mandatory.

STREET EQUIPMENT

Two headlights and taillights must be present or painted on; need not be operational except for one working taillight.

8:Electrical

BATTERIES

Batteries must be securely mounted; may not be located in driver compartment unless sealed off per General Regulations. See General Regulations 8:1.

IGNITION

Two steps, rev limiters, etc. permitted. See General Regulations 8:1, 8:3, 8:4, 8:5.

MASTER CUTOFF

Mandatory on any car running 9.99 or quicker, or 135 mph or faster, or on any car where battery is relocated to trunk area of vehicle. See General Regulations 8:4.

9:Support Group

COMPUTER

Prohibited. See General Regulations 9:1.

DATA RECORDER

Permitted. Wheel-speed sensors of any type on any wheel, including wheelie-bar wheel(s), prohibited. See General Regulations 9:2.

FIRE EXTINGUISHER SYSTEM

Minimum 5-pound, NHRA-accepted fire extinguishing system mandatory. System must be divided with one nozzle on driver's side and one nozzle on engine. See General Regulations 9:3 for NHRA-accepted fire extinguishing agents.

TOW VEHICLES

Permitted; however, NHRA may, at random intervals, require race vehicle to return to scales under its own power. See General Regulations 9:10.

WARM-UPS

See General Regulations 9:4, 9:12.

The logo for '10:Driver' is set against a black background. The number '10' is in a large, white, sans-serif font, followed by a colon and the word 'Driver' in a smaller, white, italicized sans-serif font. To the left of the '10' are three small white dots arranged vertically. To the right of 'Driver' are three small white dots arranged horizontally.**CREDENTIALS**

All competitors must have competition number and membership number. Valid NHRA competition license mandatory for driver of any vehicle running 9.99 or quicker or 135 mph or faster. All drivers running 10.00 seconds or slower must have a valid state- or government-issued driver's license beyond a learner's-permit level or valid NHRA competition license. See General Regulations 10:4.

DRIVER RESTRAINT SYSTEM

Three-inch-wide driver restraint system labeled as meeting SFI Spec 16.1 mandatory. System includes crotch strap and must be updated at two-year intervals from date of manufacture. See General Regulations 10:5, 10:11.

HELMET

Helmet meeting Snell K98, 2000, 2005 or SFI Spec 31.1A, 31.2A, 31.1/2005, 41.1A, 41.2A, or 41.1/2005 mandatory. Effective Jan. 1, 2008, full-face helmet mandatory on all cars 9.99 or quicker. See General Regulations 10:7.

NECK COLLAR

Mandatory on driver of any car running 9.99 seconds or quicker or 135 mph or faster. See General Regulations 10:8.

PROTECTIVE CLOTHING

Any car using methanol or ethanol as a fuel: jacket and pants meeting SFI Spec 3.2A/5, gloves and boots or shoes meeting SFI Spec 3.3/1 mandatory.

All others: jacket meeting SFI Spec 3.2A/1 mandatory.

HOT ROD

> Designations

HR preceded by car number.

Designed for 4-cylinder, front-wheel-drive (FWD) and all-wheel-drive (AWD) cars.

> Minimum Weights

Based on performance, individual engine models/types are assigned different minimum weights. If a particular engine model/type is not listed in the following chart, contact NHRA. NHRA will monitor performance and make periodic adjustments to minimum weights as necessary.

All weights listed below include driver and applicable transmission penalty, verified after the run.

Manufacturer Engine	1 Pwr Adder Min. Weight (OEM trans or fully automatic with converter)	1 Pwr Adder Min. Weight (non-OEM manual trans)	2 Pwr Adders Min. Weight (OEM trans or fully automatic with converter)	2 Pwr Adders Min. Weight (non-OEM manual trans)
GM Ecotec Series	2,100 lbs	2,250 lbs	2,300 lbs	2,500 lbs
Honda B16 Series	1,800 lbs	1,950 lbs	2,000 lbs	2,225 lbs
Honda B18 Series	2,000 lbs	2,150 lbs	2,200 lbs	2,425 lbs
Honda D Series	1,800 lbs	1,950 lbs	2,000 lbs	2,225 lbs
Honda F Series	2,000 lbs	2,150 lbs	2,200 lbs	2,425 lbs
Honda H Series	2,000 lbs	2,150 lbs	2,200 lbs	2,425 lbs
Honda K Series	2,000 lbs	2,150 lbs	2,200 lbs	2,425 lbs
Mazda I4 Series	1,900 lbs	2,050 lbs	2,100 lbs	2,325 lbs
Mitsubishi 4G63 Series	1,900 lbs	2,050 lbs	2,100 lbs	2,325 lbs
Mopar Series	2,000 lbs	2,150 lbs	2,200 lbs	2,425 lbs
Toyota Scion 3RZ-fe	2,100 lbs	2,250 lbs	2,300 lbs	2,500 lbs
AWD	2,400 lbs	2,550 lbs	2,500 lbs	2,725 lbs

CLASS REQUIREMENTS

1:Engine

ENGINE

Maximum displacement: 2.5 liter (152.50 cid). Engine swap permitted, but must be from same manufacturer as body. OEM block and head mandatory. 4-cylinder only. Maximum two power adders permitted. Redundant power adders, such as a dual-stage nitrous system, will be counted as one power adder. Dry sump permitted. Use of vacuum pump for evacuation of crankcase pressure permitted. All engine-block and cylinder-

head castings must be, or have been, available in a production car or truck from a recognized OEM assembly line with a minimum production run of 5,000 units.

ENGINE CONTAINMENT DEVICE

Engine diaper or catch-pan device to capture oil and debris in event of engine failure mandatory. Where exhaust header passes directly under oil pan, two-piece diaper may be utilized. FWD vehicles using OEM manual-transmission case must also have such a device for the transmission, to capture oil and debris in event of transmission failure. If catch-pan device is used, catch pan must employ minimum 2-inch-high lips on all sides. Lips must be coved or curved inward, so as to contain oil in pan. Catch pan must cover entire area below engine/transmission. Catch pan must extend from radiator support to firewall and from framerail to framerail. In all cases, lips must be adequate enough to contain oil in the catch pan. Should a competitor spill excessive oil from the catch pan and debris onto the track, he or she may be disqualified from further competition at the sole and absolute discretion of the event director until catch pan is upgraded, regardless of height of pan lips or pan design.

EXHAUST

Open exhaust permitted, except where prohibited by track rules.

FUEL

Methanol, NHRA-accepted ethanol, NHRA-accepted racing gasoline, gasoline (including E85) diesel, natural gas, and propane permitted. All other fuels prohibited. See General Regulations 1:8, 1:12.

FUEL SYSTEM

See General Regulations 1:5.

LIQUID OVERFLOW

See General Regulations 1:6.

NITROUS OXIDE

Commercially available nitrous oxide permitted, including for supercharged and turbocharged engines. Nitrous bottle(s) in driver compartment must be equipped with a relief valve and vented outside of driver's compartment. Bottle(s) must be stamped with a DOT-1800-pound rating and permanently mounted (no hose clamps or tie wraps). Hoses from bottle(s) to solenoid must be high-pressure steel-braided or NHRA-accepted hoses. Commercially available, thermostatically controlled, blanket-type warmer accepted. Any other external heating of bottle(s) prohibited. See General Regulations 1:9.

SUPERCHARGER

Permitted. Screw-type supercharger prohibited. Liquid intercoolers limited to water and/or ice ONLY. See General Regulations 1:13, 1:14, 4:2.

TURBOCHARGER

All engines limited to single turbocharger configuration only. Turbine housing inlet flange shall be no larger than what is commonly referred to as a T04. The turbine housing inlet flange may be smaller, but may never exceed the T04 dimensions in any direction. Maximum turbine housing exducer diameter is 77.47mm (3.050 inches), measured at the point where the exducer edge of the turbine wheel meets the turbine housing. All air entering the turbocharger must pass through the turbocharger inlet. Injection of any liquid, gas, or any other substance into the inlet or exhaust housing is prohibited. Turbocharger compressor wheel must be constructed of cast or billet aluminum. Exotic-material wheels prohibited. Liquid intercoolers limited to water and/or ice ONLY.

Ecotec engine limited to a maximum 70mm (2.756 inches) turbo, where the maximum compressor wheel inducer diameter may not exceed 70.5mm (2.775 inches) measured at the point where the leading edge of the compressor wheel meets the housing; the compressor housing inducer diameter may not exceed 71.75 (2.825 inches) measured at the point where the leading edge of the compressor wheel meets the housing. Compressor wheel inducer contours of wheel may not be stepped, notched, or clipped; e.g., the contours must be continuous features from the inducer to the wheel exducer.

All other FWD and AWD engine limited to a maximum 74mm (2.913 inches) turbo, where the maximum compressor wheel inducer diameter may not exceed 74.5mm (2.933 inches) measured at the point where the leading edge of the compressor wheel meets the housing; the compressor housing inducer diameter may not exceed 75.75 (2.982 inches) measured at the point where the leading edge of the compressor wheel meets the housing. Compressor wheel inducer contours of wheel may not be stepped, notched, or clipped; e.g., the contours must be continuous features from the inducer to the wheel exducer.

See General Regulations 4:2.

2:Drivetrain

FWD and AWD configuration only. RWD prohibited.

CLUTCH

The use of slider or any "Pro Stock-type" clutch prohibited (e.g., weights added to fingers and adjustable stands prohibited). Two discs maximum. Clutch must be manually operated by driver's foot: Electronics, pneumatics, hydraulics, or any other device may in no way affect the clutch system. Throwout bearing must release all fingers, levers, stages, etc. simultaneously. Staged or variable release clutches of any description prohibited.

FLYWHEEL SHIELD

All applications using a clutch must be equipped with a flywheel shield made of 1/4-inch-minimum-thickness steel plate. In lieu of steel plate, an SFI Spec 4.1 blanket will be accepted if blanket adequately covers bellhousing. Shield must surround the bellhousing completely except for area of flywheel shield adjacent to differential and axle shaft. Shield may be multi-piece, with pieces bolted together using minimum 3/8-inch-diameter Grade 5 or M10 class 8.8 bolts; may be attached to engine and/or bellhousing.

TRANSMISSION, AUTOMATIC

Air shifter, or any shifter activated by a button on the steering wheel, prohibited on automatic transmission. Gear change must be a function of the driver pulling a lever. All cars using an automatic transmission must be equipped with a transmission shield meeting SFI Spec 4.1, a flexplate shield labeled as meeting SFI Spec 30.1, and a flexplate labeled as meeting SFI Spec 29.1. Transmission brake permitted.

TRANSMISSION, MANUAL

Aftermarket or non-original OEM transmissions permitted but must allow downshifting and retain normal H pattern. (Sequential transmission prohibited.) Automated, timer-type, pneumatic, electric, electronic, hydraulic, etc. shifting mechanism prohibited; each individual shift must be a function of the driver and controlled manually. (Driver must pull the lever.)

NHRA-accepted aftermarket clutchless transmission permitted with weight penalty, see Minimum Weights. Aftermarket transmission must be accepted by NHRA prior to use at any NHRA sport compact sanctioned event. Contact NHRA Technical Department for acceptance criteria.

3: Brakes & Suspension

BRAKES

Four-wheel hydraulic brakes mandatory. See General Regulations 3:1.

STEERING

Must retain full, original OEM steering gear. See General Regulations 3:2, 3:3, 4:1.

SUSPENSION, FRONT

Upper mounting point for strut assemblies must be in the factory location. Front and rear sides of strut tower may be "notched" for tire clearance, and area must be refinished with minimum .024-inch steel. Full wheel tubs prohibited. Roll-bar tubing may run across top of strut tower and attach to frame horn. Adjustable caster/camber pillowball mounts are permitted. Lower control arm may be strengthened provided factory mounting points to chassis are maintained. Aftermarket or fabricated lower control arms permitted; must use original mounting points. Lower mounting point for strut assembly may be modified for improved caster or camber. Strut tower braces, lower tie bars, sway bars, and limit straps permitted. Traction bars/devices permitted; must be bolt on ONLY. Final decision rests with NHRA Technical Services. All front suspensions must utilize one, and only one, working shock absorber/strut per wheel. Shock/strut must attach to original OEM upper mount and maintain minimum 1-inch travel.

SUSPENSION, REAR

Factory independent suspension may be replaced with straight-axle suspension but must retain original upper mounting points. Strut tower braces, lower tie bars, sway bars, and limit straps are permitted. Rear suspension must maintain minimum shock travel of 1 inch. All rear suspensions must use at least one working shock absorber per wheel. Strut must attach to original OEM upper mount. Straight axles prohibited for AWD configurations.

WHEELIE BARS

Permitted. Maximum length 65 inches from rear bumper. May be adjustable, but must be fixed during run. Any movement or adjustment during run prohibited. Pneumatics, hydraulics, electronics, etc. prohibited. Wheelie-bar wheels must spin free from the point where driver's crew has completed its vehicle check (post burnout) and the pre-stage beam. Any violation of this rule may result in run being disqualified. Any preload prohibited.

4: Frame

BALLAST

Permitted. See General Regulations 4:2.

CHASSIS

Center-driver position prohibited. Driver must be located completely to the left or right of vehicle centerline. OEM chassis, with complete OEM firewall, mandatory. Wheel tubs, back-half conversions, tube chassis, etc. prohibited. Excessive lightening of unibody structure (e.g., drilling of holes, etc.) prohibited. Must

retain FWD configuration; rear-drive conversions prohibited. Engine must be in OEM location for body used. Roll cage in cars running 9.99 or quicker must be inspected every three years by NHRA and must have serialized sticker affixed to roll cage before participation.

GROUND CLEARANCE

Minimum 3 inches from front of car to 12 inches behind centerline of front axle, 2 inches for remainder of car (except for exhaust more than 12 inches behind centerline of front axle).

PARACHUTE

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

ROLL CAGE

Mandatory. See General Regulations 4:11.

WHEELBASE

Must retain original wheelbase for body used, plus or minus 2 inches. Maximum wheelbase variation from left to right is 1 inch.

5: Tires & Wheels

TIRES

Drive tires must be DOT or racing slicks with a maximum width of 10.5 inches. Maximum rollout on drive tires 88.5 inches. Non-drive tires must be for automotive use with a minimum width of 3 inches. See General Regulations 5:1.

WHEELS

Must be automotive-type wheels suitable for street or racing use. Minimum wheel size 13 inches. Wheel studs must be threaded into hex portion of lug nut a distance at least equal to the diameter of the stud. See General Regulations 5:2.

6: Interior

INTERIOR

Upholstery, headliners, carpets, etc. optional. If OEM dash is removed, must be replaced with fabricated or aftermarket dash to provide finished appearance. Must be equipped with one seat minimum for driver, properly installed. Holes, slots, or other openings in floor and/or firewall prohibited.

WINDOW NET

Mandatory.

7: Body

BODY

Body must be on NHRA Accepted Bodies list. Pickup and SUV bodies prohibited.

Chopped roofs prohibited. Doors must open and close from inside and outside. OEM glass may be replaced with Lexan or other shatterproof material, minimum thickness 1/8-inch.

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) must be retained with original rear wheelwell opening and must be readily accessible for inspection. Other body parts may be replaced with lightweight

replacement panels. One-piece, lift-off front ends permitted. Front spoiler/lip permitted, maximum 1 inch. Lips or wickers on wheel openings, lips or wickers on rocker panels, side skirts are prohibited. Underbody diffusers permitted.

COMPETITION NUMBERS

See General Regulations 7:2.

FIREWALL

OEM firewall mandatory. See General Regulations 6:1, 7:4.

FLOOR

Horizontal portion(s) of floorpan may be removed from behind B-post or roll-cage main-hoop-attachment points (whichever is farther rearward) to rear of car. Entire shock/strut tower structure must be retained. Portion of floor removed must be replaced with aluminum or steel, completely sealed. **Complete, unaltered OEM floorpan from B-post or roll-cage main-hoop-attachment points (whichever is farther rearward) to front of car mandatory. Complete, unaltered OEM firewall mandatory.** Excessive lightening of unibody structure, i.e., drilling of holes, etc., prohibited.

SPOILERS

Rear spoiler permitted. Maximum height of spill plate 6 inches (+/-1/8-inch variance); must be attached to spoiler so that a minimum 1 inch (+/-1/8-inch variance) extends above edge of spoiler: must be vertical to the spoiler. Spill plate may not attach to quarter panel. Spoiler must be either flat or must follow contour of body.

STREET EQUIPMENT

Two headlights and taillights must be present or painted on; need not be operational except for one working taillight.

8:Electrical

BATTERIES

Batteries must be securely mounted; may not be located in driver compartment unless sealed off per General Regulations. See General Regulations 8:1.

IGNITION

Two steps, rev limiters, etc. permitted. See General Regulations 8:1, 8:3, 8:4, 8:5.

MASTER CUTOFF

Mandatory on any car running 9.99 or quicker, or 135 mph or faster, or on any car where battery is relocated to trunk area of vehicle. See General Regulations 8:4.

9:Support Group

COMPUTER

Prohibited. See General Regulations 9:1.

DATA RECORDER

Permitted. Wheel-speed sensors of any type on any wheel, including wheelie-bar wheel(s), prohibited. See General Regulations 9:2.

FIRE EXTINGUISHER SYSTEM

Minimum 5-pound, NHRA-accepted fire extinguishing system mandatory. System must be divided with one nozzle on driver's side and one nozzle on engine. See General Regulations 9:3 for NHRA-accepted fire extinguishing agents.

TOW VEHICLES

Permitted; however, NHRA may, at random intervals, require race vehicle to return to scales under its own power. See General Regulations 9:10.

WARM-UPS

See General Regulations 9:4, 9:12.

 **10:Driver** **CREDENTIALS**

All competitors must have competition number and membership number. Valid NHRA competition license mandatory for driver of any vehicle running 9.99 or quicker or 135 mph or faster. All drivers running 10.00 seconds or slower must have a valid state- or government-issued driver's license beyond a learner's-permit level or valid NHRA competition license. See General Regulations 10:4.

DRIVER RESTRAINT SYSTEM

Three-inch-wide driver restraint system labeled as meeting SFI Spec 16.1 mandatory. System includes crotch strap and must be updated at two-year intervals from date of manufacture. See General Regulations 10:5, 10:11.

HELMET

Helmet meeting Snell K98, 2000, 2005 or SFI Spec 31.2A, 31.1/2005, or 41.2A mandatory. Effective Jan. 1, 2008, full-face helmet mandatory on all cars 9.99 or quicker. See General Regulations 10:7.

NECK COLLAR

Mandatory. See General Regulations 10:8.

PROTECTIVE CLOTHING

Any car using methanol or ethanol as a fuel: Jackets and pants meeting SFI Spec 3.2A/15, gloves and boots or shoes meeting SFI Spec 3.2A/5 mandatory.

All others: Jacket and pants meeting SFI Spec 3.2A/5, gloves and boots or shoes meeting SFI Spec 3.3/1 mandatory.

MODIFIED

> Designations

MOD preceded by car number.

Designed for AWD or RWD cars. AWD cars may utilize a full-tube chassis; RWD cars are limited to "back-half" modifications.

> Minimum Weights

RWD rotary (1 or 2 power adders)

2-rotor: 2,000 pounds.

3-rotor: 2,500 pounds

AWD 4-cylinder (1 or 2 power adders)

Up to 2.8 liter (170.75 cid): 2,000 pounds

RWD 4-cylinder (1 or 2 power adders)

Up to 2.4 liter (146.46 cid): 2,100 pounds

2.41 to 2.5 liter (147.07 cid to 152.56 cid): 2,200 pounds

2.51 to 2.6 liter (153.17 cid to 158.66 cid): 2,300 pounds

2.71 to 2.8 liter (165.37 cid to 170.87 cid): 2,500 pounds

RWD 4-cylinder (4G63, 1 power adder only)

Up to 2.4 liter (146.46 cid): 2,250 pounds

2.41 to 2.5 liter (147.07 cid to 152.56 cid): 2,350 pounds

RWD or AWD 6-cylinder, (1 power adder only):

Up to 3.5 liter (213.50 cid): 2,800 pounds

RWD 8-cylinder small-block (1 power adder only)

Turbocharged: 3,000 pounds

Twin turbocharged (larger than 420 ci): 3,150 pounds

Twin turbocharged (less than 419 ci): 3,100 pounds

Single turbocharged (less than 415 ci): 2,900 pounds

Nitrous only: 2,700 pounds

Supercharged: 2,900 pounds

RWD 8-cylinder weight adjustments:

Clutch: Add 50 pounds

LSX combinations: Deduct 200 pounds

Single turbo (98mm or smaller): Deduct 100 pounds

All weights include driver, verified after the run.

CLASS REQUIREMENTS

1:Engine

ENGINE

Engine swaps permitted. Two-rotor Mazda in any pre-1985 accepted body style is permitted. For all other swaps, engine must be same corporate make as body. Any production 4- or 8-cylinder engine permitted. 6-cylinder must be overhead-cam, production-based design, maximum 2 power adders if gasoline is used as a fuel; maximum 1 power adder if methanol or ethanol is used as a fuel. Four-rotor prohibited. Redundant power adders, such as a dual stage nitrous system or twin turbos, will be counted as one power adder. All engine-block and cylinder-head castings must be, or have been, available in a production car or truck from a recognized OEM assembly line with a minimum production run of 5,000 units.

ENGINE CONTAINMENT DEVICE

Engine diaper or catch-pan device to capture oil and debris in event of engine failure mandatory. If catch-pan device is used, catch pan must employ minimum 2-inch-high lips on all sides. Lips must be coved or curved inward, so as to contain oil in pan. Catch pan must cover entire area below engine/transmission. Catch pan must extend from radiator support to firewall and from framerail to

framerail. In all cases, lips must be adequate enough to contain oil in the catch pan. Should a competitor spill excessive oil from the catch pan and debris onto the track, he or she may be disqualified from further competition at the sole and absolute discretion of the event director until catch pan is upgraded, regardless of height of pan lips or pan design.

EXHAUST

Open exhaust permitted, except where prohibited by track rules.

FUEL

Methanol, NHRA-accepted ethanol, NHRA-accepted racing gasoline, gasoline (including E85) diesel, natural gas, and propane permitted. Eight-cylinder cars race gas only. See General Regulations 1:8, 1:12.

FUEL SYSTEM

See General Regulations 1:5.

LIQUID OVERFLOW

See General Regulations 1:6.

NITROUS OXIDE

Commercially available nitrous oxide permitted. Prohibited as a second power adder on supercharged or turbocharged 6-cylinder using ethanol or methanol. Nitrous bottle(s) in driver compartment must be equipped with a relief valve and vented outside of driver's compartment. Bottle(s) must be stamped with a DOT-1800-pound rating and permanently mounted (no hose clamps or tie wraps). Hoses from bottle(s) to solenoid must be high-pressure steel-braided or NHRA-accepted hoses. Commercially available, thermostatically controlled, blanket-type warmer accepted. Any other external heating of bottle(s) prohibited. See General Regulations 1:9.

SUPERCHARGER

Permitted. Liquid intercoolers limited to water and/or ice ONLY. Screw-type supercharger prohibited. See General Regulations 1:13, 1:14, 4:2.

TURBOCHARGER

Six-Cylinder and Ecotec Applications

Turbine housing inlet flange shall be no larger than what is commonly referred to as a T04. The turbine housing inlet flange may be smaller, but may never exceed the T04 dimensions in any direction.

Six-cylinder, single-turbo applications limited to a maximum 72mm (2.835 inches) turbo, where the maximum compressor wheel inducer diameter may not exceed 72.5mm (2.854 inches) measured at the point where the leading edge of the compressor wheel meets the housing; the compressor housing inducer diameter may not exceed 73.75mm (2.904 inches) measured at the point where the leading edge of the compressor wheel meets the housing. Compressor wheel inducer contours of wheel may not be stepped, notched, or clipped; e.g., the contours must be continuous features from the inducer to the wheel exducer. All air entering the turbocharger must pass through the turbocharger inlet. Injection of any liquid, gas, or any other substance into the inlet or exhaust housing is prohibited. Turbocharger compressor wheel must be constructed of cast or billet aluminum. Exotic material wheels prohibited.

4G63, single-turbo applications limited to a maximum 76mm (2.992 inches) turbo, where the maximum compressor wheel inducer diameter may not exceed 76.5mm (3.012 inches) measured at the point where the leading edge of the compressor

wheel meets the housing; the compressor housing inducer diameter may not exceed 77.75mm (3.061 inches) measured at the point where the leading edge of the compressor wheel meets the housing. Compressor wheel inducer contours of wheel may not be stepped, notched, or clipped; e.g., the contours must be continuous features from the inducer to the wheel exducer. All air entering the turbocharger must pass through the turbocharger inlet. Injection of any liquid, gas, or any other substance into the inlet or exhaust housing is prohibited. Turbocharger compressor wheel must be constructed of cast or billet aluminum. Exotic material wheels prohibited.

Six-cylinder, twin-turbo applications limited to a maximum 58mm (2.283 inches) turbo, where the maximum compressor wheel inducer diameter may not exceed 58.5mm (2.303 inches) measured at the point where the leading edge of the compressor wheel meets the housing; the compressor housing inducer diameter may not exceed 59.75mm (2.325 inches) measured at the point where the leading edge of the compressor wheel meets the housing. Compressor wheel inducer contours of wheel may not be stepped, notched, or clipped; e.g., the contours must be continuous features from the inducer to the wheel exducer. All air entering the turbocharger must pass through the turbocharger inlet. Injection of any liquid, gas, or any other substance into the inlet or exhaust housing is prohibited. Turbocharger compressor wheel must be constructed of cast or billet aluminum. Exotic material wheels prohibited.

Two-rotor and four-cylinder, single-turbo applications limited to a maximum 80mm (3.150 inches) turbo, where the maximum compressor wheel inducer diameter may not exceed 80.5mm (3.169 inches) measured at the point where the leading edge of the compressor wheel meets the housing; the compressor housing inducer diameter may not exceed 81.75mm (3.219 inches) measured at the point where the leading edge of the compressor wheel meets the housing. Compressor wheel inducer contours of wheel may not be stepped, notched, or clipped; e.g., the contours must be continuous features from the inducer to the wheel exducer. All air entering the turbocharger must pass through the turbocharger inlet. Injection of any liquid, gas, or any other substance into the inlet or exhaust housing is prohibited. Turbocharger compressor wheel must be constructed of cast or billet aluminum. Exotic material wheels prohibited.

Ecotec, single-turbo applications limited to a maximum 78mm (3.071 inches) turbo, where the maximum compressor wheel inducer diameter may not exceed 78.5mm (3.091 inches) measured at the point where the leading edge of the compressor wheel meets the housing; the compressor housing inducer diameter may not exceed 79.75mm (3.140 inches) measured at the point where the leading edge of the compressor wheel meets the housing. Compressor wheel inducer contours of wheel may not be stepped, notched, or clipped; e.g., the contours must be continuous features from the inducer to the wheel exducer. All air entering the turbocharger must pass through the turbocharger inlet. Injection of any liquid, gas, or any other substance into the inlet or exhaust housing is prohibited. Turbocharger compressor wheel must be constructed of cast or billet aluminum. Exotic material wheels prohibited.

Eight-cylinder, twin-turbo applications limited to a maximum 88.1mm (3.468 inches) turbo, where the maximum compressor wheel inducer diameter may not exceed 88.6mm (3.488 inches) measured at the point where the leading edge of the compressor

wheel meets the housing; the compressor housing inducer diameter may not exceed 89.85mm (3.537 inches) measured at the point where the leading edge of the compressor wheel meets the housing. Compressor wheel inducer contours of wheel may not be stepped, notched, or clipped; e.g., the contours must be continuous features from the inducer to the wheel exducer. All air entering the turbocharger must pass through the turbocharger inlet. Injection of any liquid, gas, or any other substance into the inlet or exhaust housing is prohibited. Turbocharger compressor wheel must be constructed of cast or billet aluminum. Exotic material wheels prohibited.

Eight-cylinder, single-turbo applications limited to a maximum 106mm (4.173 inches) turbo, where the maximum compressor wheel inducer diameter may not exceed 106.5mm (4.193 inches) measured at the point where the leading edge of the compressor wheel meets the housing; the compressor housing inducer diameter may not exceed 107.75mm (4.242 inches) measured at the point where the leading edge of the compressor wheel meets the housing. Compressor wheel inducer contours of wheel may not be stepped, notched, or clipped; e.g., the contours must be continuous features from the inducer to the wheel exducer. All air entering the turbocharger must pass through the turbocharger inlet. Injection of any liquid, gas, or any other substance into the inlet or exhaust housing is prohibited. Turbocharger compressor wheel must be constructed of cast or billet aluminum. Exotic material wheels prohibited.

2:Drivetrain

CLUTCH

The use of slider, adjustable, or "Pro Stock-type" clutch permitted. See General Regulations 2:3.

DRIVELINE

Driveshaft loop required on all RWD cars. See General Regulations 2:4.

FLYWHEEL SHIELD

All manual-transmission-equipped RWD cars must have a flywheel shield labeled as meeting minimum SFI Spec 6.1, 6.2, 6.3, or 9.1. Cars for which an SFI Spec 6.1, 6.2, 6.3, or 9.1 flywheel shield is not available may use an SFI flywheel shield from another application bolted to a motor plate that is bolted to the engine at all available bolt holes, or use a fabricated shield made of 1/4-inch-thick steel, surrounding the bellhousing 360 degrees, extending 1 inch forward and 1 inch rearward of the rotating clutch assembly. Shield must be securely attached to frame or frame structure; may be multi-piece. All rotary engine vehicles must be equipped with a flywheel shield meeting SFI Spec 6.1 or 9.1 minimum.

TRANSMISSION, AUTOMATIC

All cars using an automatic transmission must be equipped with a transmission shield meeting SFI Spec 4.1, a flexplate shield labeled as meeting SFI Spec 30.1, and a flexplate labeled as meeting SFI Spec 29.1. Transmission brake permitted.

TRANSMISSION, MANUAL

Any transmission permitted. Automated, timer-type, electric, electronic, hydraulic, pneumatic, etc. shifting mechanism prohibited; each individual shift must be a function of the driver and controlled manually. (Driver must pull the lever.)

3: Brakes & Suspension

BRAKES

Four-wheel hydraulic brakes mandatory. See General Regulations 3:1.

STEERING

Aftermarket steering gear permitted. See General Regulations 3:2, 3:3, 4:1.

SUSPENSION, FRONT

Replacement control arms permitted. Strut tower braces, lower tie bars, sway bars, and limit straps permitted. Full-tube chassis prohibited, must retain OEM framerails in front of firewall, and struts must mount to upper OEM location. Strut must mount to the as-built upper OEM location. The strut lower tower may be modified (i.e., existing holes slotted or enlarged), but may not be reconfigured (i.e., welded shut). The strut mount may utilize an adapter or plate on the underside of the strut tower to facilitate camber/caster adjustment. Final strut installation must be in a manner such that removing the three bolts on top of the strut tower allows strut assembly removal. Mounting point of replacement lower control arms may be non-OEM on unibody-type vehicles. Any vehicle that utilizes OEM full-frame construction and/or does not have an OEM strut-style front suspension must retain the OEM framerails from the B-post forward and retain the OEM front-suspension mounts. Any other modifications prohibited.

SUSPENSION, REAR

Automotive suspension mandatory. Aftermarket replacement suspension, such as four-link or ladder bar, permitted. Rear suspension must maintain minimum shock travel of 1 inch.

WHEELIE BARS

Permitted. Maximum length 65 inches from rear bumper. May be adjustable, but must be fixed during run. Any movement or adjustment during run prohibited. Pneumatics, hydraulics, electronics, etc. prohibited. Wheelie-bar wheels must spin free at the starting line. Any preload prohibited.

4: Frame

BALLAST

Permitted. See General Regulations 4:2.

CHASSIS

Center-driver position prohibited. Driver must be located completely to the left or right of vehicle centerline. FWD and AWD cars may be converted to RWD configuration. Converted cars may only be backhalved, may not be full-tube chassis, and must retain stock front suspension.

Roll cage mandatory. Roll cage must be inspected by NHRA every three years and have serialized sticker affixed to roll cage before participation. Wheel tubs and back-half conversions permitted. Subframes may be tied together, with tubing passing through original floor, but floor must be completely welded to tubing. Full-tube chassis permitted in AWD. See General Regulations 4:11.

GROUND CLEARANCE

Minimum 3 inches from front of car to 12 inches behind centerline of front axle, 2 inches for remainder of car (except for exhaust more than 12 inches behind centerline of front axle).

PARACHUTE

Mandatory. See General Regulations 4:8.

WHEELBASE

Must retain original wheelbase for body used, plus or minus 3 inches. Maximum wheelbase variation from left to right is 1 inch.

5: Tires & Wheels**TIRES**

Racing slicks permitted with a maximum width of 14.5 inches, maximum diameter 32.0 inches. Eight cylinders limited to a maximum width of 10.5W inches, maximum diameter 33.0 inches. Non-drive tires must be for automotive use with a minimum width of 3 inches. See General Regulations 5:1.

WHEELS

Double beadlock rear wheels mandatory. Must be wheels suitable for racing use. Minimum wheel size 13 inches unless originally equipped with smaller wheels and vehicle is equipped with original engine. Wheel studs must be threaded into hex portion of lug nut a distance at least equal to the diameter of the stud. See General Regulations 5:2.

6: Interior**INTERIOR**

Upholstery, headliners, carpets, OEM dashboard, etc. optional. If OEM dashboard is removed, must be replaced with fabricated or aftermarket unit to provide finished appearance. Must be equipped with one seat minimum for driver, properly installed. Holes, slots, or other openings in floor and/or firewall prohibited.

7: Body**BODY**

Body must be on NHRA Accepted Bodies list. SUV bodies prohibited.

Mild customizing, body kits permitted, but must retain full-bodied appearance, with minimum two functional doors. Chopped roofs prohibited. Doors must open and close from inside and outside. OEM glass may be replaced with Lexan or other shatterproof material, minimum thickness 1/8-inch.

OEM shell (roof, quarterpanels, rocker panels, rocker boxes, firewall, A-pillars, full unibody structure from firewall to front of strut tower) must be retained on RWD and RWD conversion cars. Rear wheel opening may be enlarged for tire clearance, but must retain a finished, OEM appearance. Other body parts may be replaced with lightweight replacement panels. One-piece, lift-off front ends permitted. AWD may use lightweight replacement body.

COMPETITION NUMBERS

See General Regulations 7:2.

FIREWALL

OEM firewall mandatory on RWD and RWD conversion cars. The setback in the firewall can be no wider than the bottom framerrails and no deeper than 3 inches from the farthest point forward on the firewall. See General Regulations 6:1, 7:4.

FLOOR

OEM floorpan on all 8 and 6 cylinders from rear of driver's seat forward, minus 6 square feet for transmission removal, mandatory on RWD and RWD conversion cars.

STREET EQUIPMENT

Two headlights and taillights must be present or painted on; need not be operational except for one working taillight.

8:Electrical**BATTERIES**

Batteries must be securely mounted; may not be located in driver compartment unless sealed off per General Regulations. See General Regulations 8:1.

IGNITION

Two steps, rev limiters, etc. permitted. See General Regulations 8:1, 8:3, 8:4, 8:5.

MASTER CUTOFF

Mandatory. See General Regulations 8:4.

9:Support Group**COMPUTER**

Prohibited. See General Regulations 9:1.

DATA RECORDER

Permitted. Wheel-speed sensors of any type on any wheel, including wheelie-bar wheel(s), prohibited. See General Regulations 9:2.

FIRE EXTINGUISHER SYSTEM

Minimum 5-pound, NHRA-accepted fire extinguishing system mandatory. System must be divided with one nozzle on driver's side and one nozzle on engine. See General Regulations 9:3 for NHRA-accepted fire extinguishing agents.

TOW VEHICLES

Permitted; however, NHRA may, at random intervals, require race vehicle to return to scales under its own power. See General Regulations 9:10.

WARM-UPS

See General Regulations 9:4, 9:12.

10:Driver**CREDENTIALS**

All competitors must have competition number and membership number. Valid NHRA competition license mandatory for driver of any vehicle running 9.99 or quicker or 135 mph or faster. All drivers running 10.00 seconds or slower must have a valid state- or government-issued driver's license beyond a learner's-permit level or valid NHRA competition license. See General Regulations 10:4.

DRIVER RESTRAINT SYSTEM

Three-inch-wide driver restraint system labeled as meeting SFI Spec 16.1 mandatory. System includes crotch strap and must be updated at two-year intervals from date of manufacture. See General Regulations 10:5, 10:11.

HELMET

Full-face helmet meeting Snell K98, 2000, 2005 or SFI Spec 31.2A, 31.1/2005, or 41.2A mandatory. See General Regulations 10:7.

NECK COLLAR

Mandatory. See General Regulations 10:8.

PROTECTIVE CLOTHING

Jacket and pants meeting SFI Spec 3.2A/15, gloves and boots or shoes meeting SFI Spec 3.3/5 mandatory in supercharged, turbocharged, or nitrous injected cars or any car using ethanol or methanol as a fuel.

Jacket and pants meeting SFI Spec 3.2A/5, gloves and boots or shoes meeting SFI Spec 3.3/1 mandatory in cars using gasoline as a fuel.

PRO FWD

> Designations

PRO/F preceded by car number.

Reserved for 4-cylinder, front-wheel-drive (FWD) cars and all-wheel-drive (AWD). Full-tube chassis permitted.

> Minimum Weights

FWD 4-cylinder, Ecotec (1 power adder): 1,950 pounds
FWD 4-cylinder, all others (1 power adder): 1,850 pounds
FWD 4-cylinder, Ecotec (2 power adders): 2,200 pounds
FWD 4-cylinder, all others (2 power adders): 2,100 pounds
AWD 4-cylinder, (1 power adder): 2,000 pounds
AWD 4-cylinder, (2 power adders): 2,150 pounds
FWD 6-cylinder, (1 or 2 power adders): 2,150 pounds

All weights include driver, verified after the run.

CLASS REQUIREMENTS

1:Engine

ENGINE

Restricted to one, and only one, 4-cylinder, overhead cam, production-based automotive engine. Maximum displacement 2.8 liter (170.75 cid). Engine swaps permitted; engine must be from same manufacturer as body. Redundant power adders, such as a dual stage nitrous system or twin turbos, will be counted as one power adder. All engine-block and cylinder-head castings must be, or have been, available in a production car or truck from a recognized OEM assembly line with a minimum production run of 5,000 units. Transverse orientation may be converted to longitudinal orientation.

ENGINE CONTAINMENT DEVICE

Engine diaper or catch-pan device to capture oil and debris in event of engine failure mandatory. If catch-pan device is used, catch pan must employ minimum 2-inch-high lips on all sides. Lips must be coved or curved inward, so as to contain oil in pan. Catch pan must cover entire area below engine/transmission. Catch pan must extend from radiator support to firewall and from framerail to framerail. In all cases, lips must be adequate enough to contain oil in the catch pan. Should a competitor spill excessive oil from the

catch pan and debris onto the track, he or she may be disqualified from further competition at the sole and absolute discretion of the event director until catch pan is upgraded, regardless of height of pan lips or pan design.

EXHAUST

Open exhaust permitted, except where prohibited by track rules.

FUEL

Methanol, NHRA-accepted ethanol, NHRA-accepted racing gasoline, gasoline (including E85) diesel, natural gas, and propane permitted. All other fuels prohibited. See General Regulations 1:8, 1:12.

FUEL SYSTEM

See General Regulations 1:5.

LIQUID OVERFLOW

See General Regulations 1:6.

NITROUS OXIDE

Commercially available nitrous oxide permitted, including for supercharged and turbocharged engines. Nitrous bottle(s) in driver compartment must be equipped with a relief valve and vented outside of driver's compartment. Bottle(s) must be stamped with a DOT-1800-pound rating and permanently mounted (no hose clamps or tie wraps). Hoses from bottle(s) to solenoid must be high-pressure steel-braided or NHRA-accepted hoses. Commercially available, thermostatically controlled, blanket-type warmer accepted. Any other external heating of bottle(s) prohibited. See General Regulations 1:9.

SUPERCHARGER, TURBOCHARGER

All Applications: Restricted to a single turbocharger. All air entering the turbocharger must pass through the turbocharger inlet. Injection of any liquid, gas, or any other substance into the inlet or exhaust housing is prohibited. Turbocharger compressor wheel must be constructed of cast or billet aluminum. Exotic material wheels prohibited. Liquid intercoolers limited to water and/or ice ONLY. See General Regulations 1:13, 1:14, 4:2.

Four-cylinder, single-turbo applications limited to a maximum 88mm (3.465 inches) turbo, where the maximum compressor wheel inducer diameter may not exceed 88.5mm (3.484 inches) measured at the point where the leading edge of the compressor wheel meets the housing; the compressor housing inducer diameter may not exceed 89.75 (3.533 inches) measured at the point where the leading edge of the compressor wheel meets the housing. Compressor wheel inducer contours of wheel may not be stepped, notched, or clipped; e.g., the contours must be continuous features from the inducer to the wheel exducer. All air entering the turbocharger must pass through the turbocharger inlet. Injection of any liquid, gas, or any other substance into the inlet or exhaust housing is prohibited. Turbocharger compressor wheel must be constructed of cast or billet aluminum. Exotic material wheels prohibited.

2:Drivetrain

CLUTCH

Clutch and flywheel meeting SFI Spec 1.5 mandatory.

DRIVELINE

"V-drive" configuration accepted under the following criteria. Where the V-drive is located behind the engine and in close proximity to the driver, the following are mandatory:

1. An SFI Spec 4.1 transmission blanket that completely surrounds the V-drive unit.
2. 1/16-inch steel or 1/8-inch aluminum plate that extends 6 inches in front of and 6 inches behind the V-drive unit, on both sides and on top of the unit. Can be formed piece, or can be separate plates that attach to the frameroils on either side of, and on top of, the unit.
3. Driveshaft(s) must have a full 360-degree cover of minimum .050-inch wall thickness chrome moly material only. Cover must extend over the coupler.
4. V-drive unit must be securely mounted to frame on top and bottom.

Where the V-drive unit and transmission are located in front of the engine, the following are mandatory:

1. An SFI Spec 4.1 transmission blanket that completely surrounds the V-drive unit.
2. Each end of driveshaft(s) must have full 360-degree driveshaft loops within 6 inches of U-joint/coupler. Driveshaft loop must attach to chassis with minimum 1/4-inch push/pull pins.
3. V-drive unit must be securely mounted to frame on top and bottom, or in such a manner to prevent unit from rotating.

FLYWHEEL SHIELD

All cars using a clutch must be equipped with a flywheel shield meeting SFI Spec 9.1. For cars where an SFI Spec 9.1 flywheel shield is unavailable, a shield made of 1/4-inch-minimum-thickness steel plate is permitted. Shield must surround the bellhousing completely except for area of flywheel shield adjacent to differential and axle shaft. Shield may be multi-piece, with pieces bolted together using minimum 3/8-inch-diameter Grade 5 or M10 class 8.8 bolts; may be attached to engine and/or bellhousing.

TRANSMISSION, AUTOMATIC

All cars using an automatic transmission must be equipped with a transmission shield meeting SFI Spec 4.1, a flexplate shield labeled as meeting SFI Spec 30.1, and a flexplate labeled as meeting SFI Spec 29.1. Transmission brake permitted.

TRANSMISSION, MANUAL

Automated, timer-type, electric, electronic, hydraulic, etc. shifting mechanism prohibited; each individual shift must be a function of the driver and controlled manually or pneumatically. (Driver must pull the lever or push the button.)

NHRA-accepted aftermarket clutchless transmission permitted. Aftermarket transmission must be accepted by NHRA prior to use at any NHRA sport compact sanctioned event. Contact NHRA Technical Department for acceptance criteria.

3: Brakes & Suspension**BRAKES**

Four-wheel hydraulic brakes mandatory. See General Regulations 3:1.

STEERING

Aftermarket steering gear permitted. Rear-wheel steering prohibited. See General Regulations 3:2, 3:3, 4:1.

SUSPENSION

Front and rear suspension must maintain minimum shock travel of 1 inch. All rear suspensions must use at least one working shock absorber per wheel.

WHEELIE BARS

Permitted. Maximum length 65 inches from rear bumper. May be adjustable, but must be fixed during run. Any movement or adjustment during run prohibited. Pneumatics, hydraulics, electronics, etc. prohibited. Wheelie-bar wheels must spin free from the point where driver's crew has completed its vehicle check (post burnout) and the pre-stage beam. Any violation of this rule may result in run being disqualified. Any preload prohibited.

4:Frame**BALLAST**

Permitted. See General Regulations 4:2.

CHASSIS

Center-driver position prohibited. Driver must be located completely to the left or right of vehicle centerline. Full-tube-chassis conversion permitted. Roll cage mandatory. Roll cage must be inspected by NHRA every three years and have serialized sticker affixed to roll cage before participation. See General Regulations 4:11.

GROUND CLEARANCE

Minimum 3 inches from front of car to 12 inches behind centerline of front axle, 2 inches for remainder of car (except for exhaust more than 12 inches behind centerline of front axle).

PARACHUTE

Mandatory. See General Regulations 4:8.

WHEELBASE

Must retain original wheelbase for body used, plus or minus 6 inches. Maximum wheelbase variation from left to right is 1 inch.

5:Tires & Wheels**TIRES**

Drive tires must be DOT or racing slicks with a maximum width of 11.5 inches and a maximum rollout of 99.0 inches. Drive tires larger than either dimension permitted, up to a maximum width of 15.0 inches and a maximum rollout of 106.0 inches, with 200-pound weight penalty. Non-drive tires must be for automotive use with a minimum width of 3 inches. See General Regulations 5:1.

WHEELS

Must be automotive-type wheels suitable for street or racing use. Minimum wheel size 13 inches unless originally equipped with smaller wheels and vehicle is equipped with original engine. Wheel studs must be threaded into hex portion of lug nut a distance at least equal to the diameter of the stud. See General Regulations 5:2.

6:Interior**INTERIOR**

Upholstery, headliners, carpets, OEM dashboard, etc. optional. Must be equipped with one seat minimum for driver, properly installed. Holes, slots, or other openings in floor and/or firewall prohibited.

7:Body

BODY

Body must be on NHRA Accepted Bodies list. Pickup and SUV bodies prohibited. OEM RWD or AWD may not be converted to FWD.

New Vehicle Construction: Prior to construction of any new Pro FWD vehicle (regardless of whether or not body type has already been accepted), competitor must contact NHRA and establish communication between competitor, chassis builder, and NHRA. NHRA will work directly with chassis builder to determine what, if any, changes are permitted from stock dimensions. NHRA will require photos during body fabrication process; e.g., plug, mold, finished body. In the event that NHRA must make an on-site appearance for body approval, all travel expenses must be paid by competitor.

Body, General: Mild customizing body kits and chopped roofs permitted, but must retain full-bodied appearance, with minimum two functional doors. Doors must open and close from inside and outside. Front and rear wheel openings must maintain stock appearance; final approval rests with NHRA. OEM glass may be replaced with Lexan or other shatterproof material, minimum thickness 1/8-inch. Body parts may be replaced with lightweight replacement panels. Body must retain rocker panels. One-piece, lift-off front ends permitted. Maximum front overhang 45 inches, measured from front of car to center of front axle. It is strongly advised that any new Pro FWD vehicles under construction should be held as close to stock dimensions as possible. In particular, oversized "bulges" or "humps" on front fenders are prohibited. Final approval rests with NHRA. Front ends may be lengthened to establish 45-inch maximum overhang measurement.

Wicker permitted on front and rear wheel openings, maximum 1 inch. Front lip permitted, maximum 1 inch. Rocker skirts permitted. Underbody diffuser permitted, may not extend beyond body. "Dive planes" or other external aero devices prohibited.

COMPETITION NUMBERS

See General Regulations 7:2.

FIREWALL

Steel firewall, minimum .024-inch, mandatory. See General Regulations 6:1, 7:4.

SPOILERS

Rear spoiler permitted. Maximum height of spill plate 6 inches (+/-1/8-inch variance); must be attached to spoiler so that a minimum 1 inch (+/- 1/8-inch variance) extends above edge of spoiler: must be vertical to the spoiler. Spill plate may not attach to quarterpanel. Spoiler must be either flat or must follow contour of body.

STREET EQUIPMENT

Two headlights and taillights must be present or painted on; need not be operational except for one working taillight.

8:Electrical

BATTERIES

Batteries must be securely mounted; may not be located in driver compartment unless sealed off per General Regulations. See General Regulations 8:1.

IGNITION

Two steps, rev limiters, etc. permitted. See General Regulations 8:1, 8:3, 8:4, 8:5.

MASTER CUTOFF

Mandatory. See General Regulations 8:4.

9:Support Group**COMPUTER**

Prohibited. Traction control permitted. See General Regulations 9:1.

DATA RECORDER

Permitted. Wheel-speed sensors permitted. See General Regulations 9:2.

FIRE EXTINGUISHER SYSTEM

Minimum 20-pound or more NHRA-accepted fire extinguishing system mandatory. System must be divided so that a minimum of 10 pounds is directed into engine compartment. Remaining 10 pounds should be dispersed in driver compartment by means of an atomizing nozzle placed at driver's feet. Must be installed per manufacturer's specifications. Carbon-fiber bottles prohibited.

If equipped with a pneumatic-activated extinguishing system, a manual-activated extinguishing system is mandatory. If a manual-activated extinguishing system is primary, no backup system is required. See General Regulations 9:3 for NHRA-accepted fire extinguishing agents.

TOW VEHICLES

Permitted; however, NHRA may, at random intervals, require race vehicle to return to scales under its own power. See General Regulations 9:10.

WARM-UPS

See General Regulations 9:4, 9:12.

10:Driver**CREDENTIALS**

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

DRIVER RESTRAINT SYSTEM

Three-inch-wide driver restraint system labeled as meeting SFI Spec 16.1 mandatory. System includes crotch strap and must be updated at two-year intervals from date of manufacture. See General Regulations 10:5, 10:11.

HEAD AND NECK RESTRAINT DEVICE/SYSTEM

Head and neck restraint device/system meeting SFI Spec 38.1 mandatory. See General Regulations 10:8.

HELMET

Full-face helmet and shield meeting Snell SA2000, SA2005 or SFI 31.2A Specs mandatory. See General Regulations 10:7.

PROTECTIVE CLOTHING

Jacket and pants meeting SFI Spec 3.2A/15, gloves and boots or shoes meeting SFI Spec 3.3/5 mandatory for any car using ethanol or methanol as a fuel.

Jacket and pants meetings SFI Spec 3.2A/5, gloves and boots or shoes meeting SFI Spec 3.3/1 mandatory in cars using gasoline as a fuel.

PRO RWD

> Designations

PRO/R preceded by car number.

Designed for purpose-built, Pro Stock-style race vehicles with minimal rules restrictions.

> Minimum Weights

6-Cylinder

Up to 2.7 liter	(164.76 cid)	2,250 pounds
2.71 liter to 3.0 liter	(165.37 cid to 183.07 cid)	2,300 pounds
3.01 liter to 3.25 liter	(183.68 cid to 198.32 cid)	2,350 pounds
3.251 liter to 3.5 liter	(1989.38 cid to 213.58 cid)	2,400 pounds

4-Cylinder

Up to 2.5 liter	(152.55 cid)	2,000 pounds
2.51 liter to 2.7 liter	(153.16 cid to 164.76 cid)	2,050 pounds
2.71 liter to 2.8 liter	(165.37 cid to 170.86 cid)	2,150 pounds

Rotary

2-rotor (1 or 2 power adders):	1,900 pounds
3-rotor (1 or 2 power adders):	2,100 pounds.

RWD 8-cylinder small block

Centrifugal supercharged (415 cid gas only)	2,400 pounds
Centrifugal supercharged (415 cid methanol only)	2,500 pounds
Nitrous (480 cid max)	2,400 pounds
Roots supercharged (480 cid max)	2,600 pounds
Centrifugal supercharged (480 cid max)	2,800 pounds
Twin turbocharged (375 cid max, 8.2 deck only)	2,400 pounds
Twin turbocharged (410 cid max)	2,500 pounds
Twin turbocharged (480 cid max)	2,700 pounds

RWD 8-cylinder big block (530 cid max)

Nitrous (gas only):	2,500 pounds
Roots supercharged (alcohol only):	2,850 pounds
Centrifugal supercharged (gas only):	2,850 pounds
Twin turbocharged (methanol only; twin 76mm/single 101):	2,700 pounds
Twin turbocharged (methanol only; twin 88mm):	2,850 pounds
Twin turbocharged (methanol only; Twin 91.5mm/Single 106):	3,000 pounds

RWD 8-cylinder big block weight adjustments (530 cid max)

Hemispherical headed motor: Add 150 pounds
Converters: Deduct 200 pounds

NHRA will evaluate cars and performances and may create additional weight breaks for specific engine combinations in order to maintain parity.

CLASS REQUIREMENTS

1:Engine

ENGINE

Engine swaps permitted. 6-cylinder must be overhead-cam, production-based design, maximum two power adders. 4-rotor prohibited. Redundant power adders, such as a dual stage nitrous system or twin turbos, will be counted as one power adder.

All engine-block and cylinder-head castings must be, or have been, available in a production car or truck from a recognized OEM assembly line with a minimum production run of 5,000 units.

ENGINE CONTAINMENT DEVICE

Engine diaper or catch-pan device to capture oil and debris in event of engine failure mandatory. If catch-pan device is used, catch pan must employ minimum 2-inch-high lips on all sides. Lips must be coved or curved inward, so as to contain oil in pan. Catch pan must cover entire area below engine/transmission. Catch pan must extend from radiator support to firewall and from framerail to framerail. In all cases, lips must be adequate enough to contain oil in the catch pan. Should a competitor spill excessive oil from the catch pan and debris onto the track, he or she may be disqualified from further competition at the sole and absolute discretion of the event director until catch pan is upgraded, regardless of height of pan lips or pan design.

EXHAUST

Open exhaust permitted, except where prohibited by track rules.

FUEL

Methanol, NHRA-accepted ethanol, NHRA-accepted racing gasoline, gasoline (including E85) diesel, natural gas, and propane permitted. VP C56/Import racing gasoline permitted on 4-cylinder/2-rotor only. All other fuels prohibited. See General Regulations 1:8, 1:12.

FUEL SYSTEM

See General Regulations 1:5.

LIQUID OVERFLOW

See General Regulations 1:6.

NITROUS OXIDE

Commercially available nitrous oxide permitted, including for supercharged and turbocharged engines. Nitrous bottle(s) in driver compartment must be equipped with a relief valve and vented outside of driver's compartment. Bottle(s) must be stamped with a DOT-1800-pound rating and permanently mounted (no hose clamps or tie wraps). Hoses from bottle(s) to solenoid must be high-pressure steel-braided or NHRA-accepted hoses. Commercially available, thermostatically controlled, blanket-type warmer accepted. Any other external heating of bottle(s) prohibited. See General Regulations 1:9.

SUPERCHARGER

Permitted. Screw-type supercharger prohibited. Liquid intercoolers limited to water and/or ice ONLY. See General Regulations 1:13, 1:14, 4:2.

TURBOCHARGER

Four-cylinder and 6-cylinder (except FZ and JZ engines), single-turbo applications limited to a maximum 91mm (3.582 inches) turbo, where the maximum compressor wheel inducer diameter may not exceed 91.5mm (3.602 inches) measured at the point where the leading edge of the compressor wheel meets the housing; the compressor housing inducer diameter may not exceed 92.75 (3.652 inches) measured at the point where the leading edge of the compressor wheel meets the housing. Compressor wheel inducer contours of wheel may not be stepped, notched, or clipped; e.g., the contours must be continuous features from the inducer to the wheel exducer. All air entering the turbocharger must pass through the turbocharger inlet. Injection of any liquid, gas, or any other substance into the inlet or exhaust housing is prohibited. Turbocharger compressor wheel must be constructed of cast or billet aluminum. Exotic material wheels prohibited.

Four-cylinder and 6-cylinder, twin-turbo applications limited to a maximum 78mm (3.071 inches) turbo, where the maximum compressor wheel inducer diameter may not exceed 78.5mm (3.091 inches) measured at the point where the leading edge of the compressor wheel meets the housing; the compressor housing

inducer diameter may not exceed 79.75 (3.139 inches) measured at the point where the leading edge of the compressor wheel meets the housing. Compressor wheel inducer contours of wheel may not be stepped, notched, or clipped; e.g., the contours must be continuous features from the inducer to the wheel exducer. All air entering the turbocharger must pass through the turbocharger inlet. Injection of any liquid, gas, or any other substance into the inlet or exhaust housing is prohibited. Turbocharger compressor wheel must be constructed of cast or billet aluminum. Exotic material wheels prohibited.

JZ and FZ series engines, single turbo applications limited to a maximum 86mm (3.386 inches) turbo, where the maximum compressor wheel inducer diameter may not exceed 86.5mm (3.406 inches) measured at the point where the leading edge of the compressor wheel meets the housing; the compressor housing inducer diameter may not exceed 87.75 (3.455 inches) measured at the point where the leading edge of the compressor wheel meets the housing. Compressor wheel inducer contours of wheel may not be stepped, notched, or clipped; e.g., the contours must be continuous features from the inducer to the wheel exducer. All air entering the turbocharger must pass through the turbocharger inlet. Injection of any liquid, gas, or any other substance into the inlet or exhaust housing is prohibited. Turbocharger compressor wheel must be constructed of cast or billet aluminum. Exotic material wheels prohibited.

Small-block (375 cid max, 8.2 deck only) and big-block 8-cylinder, single turbo applications limited to a maximum 101mm (3.976 inches) turbo, where the maximum compressor wheel inducer diameter may not exceed 101.5mm (3.996 inches) measured at the point where the leading edge of the compressor wheel meets the housing; the compressor housing inducer diameter may not exceed 102.75 (4.045 inches) measured at the point where the leading edge of the compressor wheel meets the housing. Compressor wheel inducer contours of wheel may not be stepped, notched, or clipped; e.g., the contours must be continuous features from the inducer to the wheel exducer. All air entering the turbocharger must pass through the turbocharger inlet. Injection of any liquid, gas, or any other substance into the inlet or exhaust housing is prohibited. Turbocharger compressor wheel must be constructed of cast or billet aluminum. Exotic material wheels prohibited.

Small-block (480 cid max) and big-block 8-cylinder, single turbo applications limited to a maximum 106mm (4.173 inches) turbo, where the maximum compressor wheel inducer diameter may not exceed 101.5mm (4.193 inches) measured at the point where the leading edge of the compressor wheel meets the housing; the compressor housing inducer diameter may not exceed 107.75 (4.242 inches) measured at the point where the leading edge of the compressor wheel meets the housing. Compressor wheel inducer contours of wheel may not be stepped, notched, or clipped; e.g., the contours must be continuous features from the inducer to the wheel exducer. All air entering the turbocharger must pass through the turbocharger inlet. Injection of any liquid, gas, or any other substance into the inlet or exhaust housing is prohibited. Turbocharger compressor wheel must be constructed of cast or billet aluminum. Exotic material wheels prohibited.

Small-block 8-cylinder, twin turbo (375 cid max, 8.2 deck only) applications limited to a maximum 82mm (3.228 inches) turbo, where the maximum compressor wheel inducer diameter may not exceed 82.5mm (3.248 inches) measured at the point where the

leading edge of the compressor wheel meets the housing; the compressor housing inducer diameter may not exceed 83.75 (3.297 inches) measured at the point where the leading edge of the compressor wheel meets the housing. Compressor wheel inducer contours of wheel may not be stepped, notched, or clipped; e.g., the contours must be continuous features from the inducer to the wheel exducer. All air entering the turbocharger must pass through the turbocharger inlet. Injection of any liquid, gas, or any other substance into the inlet or exhaust housing is prohibited. Turbocharger compressor wheel must be constructed of cast or billet aluminum. Exotic material wheels prohibited.

Small-block (410 cid max) and big-block 8-cylinder, twin turbo applications limited to a maximum 88mm (3.464 inches) turbo, where the maximum compressor wheel inducer diameter may not exceed 88.5mm (3.248 inches) measured at the point where the leading edge of the compressor wheel meets the housing; the compressor housing inducer diameter may not exceed 89.75 (3.533 inches) measured at the point where the leading edge of the compressor wheel meets the housing. Compressor wheel inducer contours of wheel may not be stepped, notched, or clipped; e.g., the contours must be continuous features from the inducer to the wheel exducer. All air entering the turbocharger must pass through the turbocharger inlet. Injection of any liquid, gas, or any other substance into the inlet or exhaust housing is prohibited. Turbocharger compressor wheel must be constructed of cast or billet aluminum. Exotic material wheels prohibited.

Small-block (480 cid max) and big-block 8-cylinder, twin turbo applications limited to a maximum 91.5mm (3.602 inches) turbo, where the maximum compressor wheel inducer diameter may not exceed 92mm (3.622 inches) measured at the point where the leading edge of the compressor wheel meets the housing; the compressor housing inducer diameter may not exceed 93.75 (3.671 inches) measured at the point where the leading edge of the compressor wheel meets the housing. Compressor wheel inducer contours of wheel may not be stepped, notched, or clipped; e.g., the contours must be continuous features from the inducer to the wheel exducer. All air entering the turbocharger must pass through the turbocharger inlet. Injection of any liquid, gas, or any other substance into the inlet or exhaust housing is prohibited. Turbocharger compressor wheel must be constructed of cast or billet aluminum. Exotic material wheels prohibited.

Big-block 8-cylinder, twin turbo applications limited to a maximum 76mm (2.992 inches) turbo, where the maximum compressor wheel inducer diameter may not exceed 76.5mm (3.012 inches) measured at the point where the leading edge of the compressor wheel meets the housing; the compressor housing inducer diameter may not exceed 77.75 (3.061 inches) measured at the point where the leading edge of the compressor wheel meets the housing. Compressor wheel inducer contours of wheel may not be stepped, notched, or clipped; e.g., the contours must be continuous features from the inducer to the wheel exducer. All air entering the turbocharger must pass through the turbocharger inlet. Injection of any liquid, gas, or any other substance into the inlet or exhaust housing is prohibited. Turbocharger compressor wheel must be constructed of cast or billet aluminum. Exotic materials wheels prohibited.

2: Drivetrain

DRIVELINE

Each end of driveshaft must have round 360-degree driveshaft loops within 6 inches of U-joints. Full 360-degree driveshaft tube mandatory over yoke, extending from transmission tail shaft a minimum length of 9 inches. Minimum thickness of tube housing is .050-inch chromoly. Two-piece accepted with minimum 6 3/8-inch Grade 8 bolts. See General Regulations 2:4.

FLYWHEEL SHIELD

All manual-transmission-equipped RWD cars must have a flywheel shield labeled as meeting minimum SFI Spec 6.1, 6.2, 6.3, or 9.1. Cars for which an SFI Spec 6.1, 6.2, 6.3, or 9.1 flywheel shield is not available may use an SFI flywheel shield from another application bolted to a motor plate that is bolted to the engine at all available bolt holes, or use a fabricated shield made of 1/4-inch-thick steel, surrounding the bellhousing 360 degrees, extending 1 inch forward and 1 inch rearward of the rotating clutch assembly. Shield must be securely attached to frame or frame structure; may be multi-piece. All rotary engine vehicles must be equipped with a flywheel shield meeting SFI Spec 6.1 or 9.1 minimum. All vehicles running 7.49 or quicker and equipped with nitrous-oxide injection and/or turbo/supercharger must be equipped with a flywheel shield labeled as meeting SFI Spec 6.2 or 6.3.

TRANSMISSION, MANUAL

Any transmission permitted. Automated, timer-type, electric, electronic, hydraulic, etc. shifting mechanism prohibited; each individual shift must be a function of the driver and controlled manually or pneumatically. (Driver must pull the lever or push the button.)

All manual-transmission-equipped RWD cars must have a steel flywheel shield labeled as meeting SFI Spec 6.1, 6.2, 6.3, or 9.1. RWD cars for which an SFI Spec flywheel shield is not commercially available may use an SFI Spec 6.1, 6.2, 6.3, or 9.1 flywheel shield from another application mounted to a motor plate that is mounted to the engine block at all available bolt holes.

TRANSMISSION, AUTOMATIC

All cars using an automatic transmission must be equipped with a transmission shield meeting SFI Spec 4.1, a flexplate shield meeting SFI Spec 30.1, and a flexplate meeting SFI Spec 29.1. Transmission brake permitted.

3: Brakes & Suspension

BRAKES

Four-wheel hydraulic brakes mandatory. See General Regulations 3:1.

STEERING

Aftermarket steering permitted. All vehicles running 7.49 or quicker must be equipped with a quick disconnect steering-wheel hub labeled as meeting SFI Spec 42.1. See General Regulations 3:2, 3:3, 4:1.

SUSPENSION

All suspension must use at least one working shock absorber per wheel.

WHEELIE BARS

Permitted. Maximum length 75 inches. May be adjustable, but must be fixed during run. Any movement or adjustment during run prohibited. Pneumatics, hydraulics, electronics, etc. prohibited. Wheelie-bar wheels must spin free at the starting line. Any preload prohibited.

4:Frame

BALLAST

Permitted. See General Regulations 4:2.

CHASSIS

Center-driver position prohibited. Driver must be located completely to the left or right of vehicle centerline. Full-tube chassis permitted. Original FWD may be converted to RWD configuration. Roll cage mandatory; chassis must meet SFI Spec 25.1E or 25.2. Roll cage must be inspected by NHRA every three years and have serialized sticker affixed to roll cage before participation. Vehicles going quicker than 7.50 or faster than 170 mph must have chassis meeting SFI Spec 25.1E. See General Regulations 4:4, 4:11.

GROUND CLEARANCE

Minimum 3 inches from front of car to 12 inches behind centerline of front axle, 2 inches for remainder of car (except for exhaust more than 12 inches behind centerline of front axle).

PARACHUTE

Mandatory. See General Regulations 4:8.

WHEELBASE

OEM wheelbase plus 10 inches maximum or minus 2 inches maximum. Maximum wheelbase for rotary, 4-, and 6-cylinder engines 114 inches regardless of OEM wheelbase. Maximum wheelbase for all 8-cylinder passenger cars 126 inches, must be within +/- 2 inches from side to side. Maximum wheelbase for pickup truck 125 inches regardless of OEM wheelbase. Maximum wheelbase variation from left to right is 1 inch.

5:Tires & Wheels

TIRES

Racing slicks permitted with a maximum width of 17.0 inches, maximum diameter 34.5 inches. Non-drive tires must be for automotive use with a minimum width of 3 inches. See General Regulations 5:1.

WHEELS

Double beadlock rear wheels mandatory. Maximum rear wheel size 16x16 inches. Wheel studs must be threaded into hex portion of lug nut a distance at least equal to the diameter of the stud. See General Regulations 5:2.

6:Interior

INTERIOR

Upholstery, headliners, carpets, dashboard, etc. optional. Must be equipped with one seat minimum for driver, properly installed. Holes, slots, or other openings in floor and/or firewall prohibited.

7:Body

BODY

Body must be on NHRA Accepted Bodies list. SUV bodies prohibited. Current accepted bodies for Pro RWD are Toyota Celica, Toyota Solara, Toyota Tundra, Mazda R100, Mazda RX7, Mazda RX8, Mazda MX6, Honda Civic Coupe, Acura NSX, Mercury Cougar, Mitsubishi Eclipse, Dodge Stratus, Chevrolet Cavalier, Scion tC.

New Vehicle Construction: Prior to construction of any new Pro RWD vehicle (regardless of whether or not body type has already been accepted), competitor must contact NHRA and establish communication between competitor, chassis builder, and NHRA. NHRA will work directly with chassis builder to determine what, if any, changes are permitted from stock dimensions. NHRA will require photos during body fabrication process; i.e., plug, mold, finished body. In the event that NHRA must make an on-site appearance for body approval, all travel expenses must be paid by competitor.

Body, General: Mild customizing, chopping, channeling, sectioning permitted, but must retain full-size, full-bodied appearance, with minimum two functional doors. Body must retain rocker panels. Doors must open and close from inside and outside. OEM glass may be replaced with Lexan or other shatterproof material, minimum thickness 1/8-inch. Lightweight replacement panels permitted. Body must be full scale (7/8-, 3/4-scale, etc. prohibited). Final approval of any body modifications rests with NHRA. NHRA will monitor size, shape, and mounting of spoilers and/or wings; final approval rests with NHRA. Maximum front overhang 45 inches, measured from front of car to center of spindle. It is strongly advised that any new Pro RWD vehicles under construction should be held as close to stock dimensions as possible. Final approval rests with NHRA. Front ends may be lengthened to establish 45-inch maximum overhang measurement.

COMPETITION NUMBERS

See General Regulations 7:2.

STREET EQUIPMENT

Two headlights and taillights must be present or painted on; need not be operational except for one working taillight.

8:Electrical

BATTERIES

Batteries must be securely mounted; may not be located in driver compartment unless sealed off per General Regulations. See General Regulations 8:1.

IGNITION

Two steps, rev limiters, etc. permitted. See General Regulations 8:1, 8:3, 8:4, 8:5.

MASTER CUTOFF

Mandatory.

9:Support Group

COMPUTER

Prohibited. See General Regulations 9:1.

DATA RECORDER

Permitted. Wheel-speed sensors of any type on any wheel, including wheelie-bar wheel(s), prohibited. See General Regulations 9:2.

FIRE EXTINGUISHER SYSTEM

Minimum 20-pound or more NHRA-accepted fire extinguishing system mandatory. System must be divided so that a minimum of 10 pounds is directed into engine compartment. Remaining 10 pounds should be dispersed in driver compartment by means of an atomizing nozzle placed at driver's feet. Must be installed per manufacturer's specifications. Carbon-fiber bottles prohibited.

If equipped with a pneumatic-activated extinguishing system, a manual-activated extinguishing system is mandatory. If a manual-activated extinguishing system is primary, no backup system is required. See General Regulations 9:3 for NHRA-accepted fire extinguishing agents.

TOW VEHICLES

Permitted; however, NHRA may, at random intervals, require race vehicle to return to scales under its own power. See General Regulations 9:10.

WARM-UPS

See General Regulations 9:4, 9:12.

10:Driver

CREDENTIALS

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

DRIVER RESTRAINT SYSTEM

Three-inch-wide driver restraint system labeled as meeting SFI Spec 16.1 mandatory. System includes crotch strap and must be updated at two-year intervals from date of manufacture. See General Regulations 10:5, 10:11.

HEAD AND NECK RESTRAINT DEVICE/SYSTEM

Head and neck restraint device/system meeting SFI Spec 38.1 mandatory. See General Regulations 10:8.

HELMET

Full-face helmet and shield meeting Snell SA2000, SA2005 or SFI 31.2A Specs mandatory. See General Regulations 10:7.

PROTECTIVE CLOTHING

Jacket and pants meeting SFI Spec 3.2A/15, gloves and boots or shoes meeting SFI Spec 3.3/5 mandatory for any car using ethanol or methanol as a fuel.

Jacket and pants meeting SFI Spec 3.2A/5, gloves and boots or shoes meeting SFI Spec 3.3/1 mandatory in cars using gasoline as a fuel.

EXTREME DRAGSTER

> Designations

E/D preceded by car number.

Designed for rear-engine import or domestic rail cars, 225-inch minimum wheelbase. 4-, 6-, 8-cylinder-powered cars allowed.

Maximum displacement is 530 cubic inches.

Turbocharged/supercharged/nitrous entries allowed.

> Minimum Weights

4-cylinder	1,400 pounds
6- and 8-cylinder small-block	1,650 pounds
8-cylinder big-block	1,800 pounds

100-pound weight penalty for manual and sequential transmission. All weights include driver, verified after the run.

CLASS REQUIREMENTS

1:Engine

ENGINE

Any commercially available 4-, 6-, or 8-cylinder engine permitted, including a billet block. Multiple power adders permitted. Engine must be of automotive origin. Factory and aftermarket cast performance blocks permitted. Rotary: 2-rotor rotary engines permitted. The maximum size for any engine is 530 cubic inches total.

CYLINDER HEAD

Any commercially available cylinder head permitted. Commercially available billet heads permitted. Total number of valves allowed cannot exceed stock configuration for engine used.

ENGINE CONTAINMENT DEVICE

Engine diaper or catch-pan device to capture oil and debris in event of engine failure mandatory. If catch-pan device is used, catch pan must employ minimum 2-inch-high lips on all sides. Lips must be covered or curved inward, so as to contain oil in pan. Catch pan must cover entire area below engine/transmission. Catch pan must extend from radiator support to firewall and from framerail to framerail. In all cases, lips must be adequate enough to contain oil in the catch pan. Should a competitor spill excessive oil from the catch pan and debris onto the track, he or she may be disqualified from further competition at the sole and absolute discretion of the event director until catch pan is upgraded, regardless of height of pan lips or pan design.

INDUCTION SYSTEM

Any induction type permitted.

EXHAUST

Open exhaust permitted, except where prohibited by track rules.

FUEL

Methanol, NHRA-accepted ethanol, NHRA-accepted racing gasoline, gasoline (including E85) diesel, natural gas, and propane permitted. All other fuels prohibited. See General Regulations 1:8, 1:12. 8-cylinder centrifugal blowers limited to gasoline.

FUEL SYSTEM

See General Regulations 1:5.

LIQUID OVERFLOW

See General Regulations 1:6.

NITROUS OXIDE

Commercially available nitrous oxide permitted, including for supercharged and turbocharged engines. Nitrous bottle(s) in driver compartment must be equipped with a relief valve and vented outside of driver's compartment. Bottle(s) must be stamped with a DOT-1800-pound rating and permanently mounted (no hose clamps or tie wraps). Hoses from bottle(s) to solenoid must be high-pressure steel-braided or NHRA-accepted hoses. Commercially available, thermostatically controlled, blanket-type warmer accepted. Any other external heating of bottle(s) prohibited. See General Regulations 1:9.

SUPERCHARGER

Restricted to Roots-type supercharger, rotor helix not to exceed that of a standard 71-series GM-type rotor; maximum size 10-71. Permitted. Screw-type supercharger prohibited. Liquid intercoolers limited to water and/or ice ONLY. See General Regulations 1:13, 1:14, 4:2.

TURBOCHARGER

Six-cylinder, single turbo applications limited to a maximum 91mm (3.583 inches) where the maximum compressor wheel diameter may not exceed 91.5mm (3.602 inches) measured at the point where the leading edge of the compressor wheel meets the housing; the compressor housing inducer diameter may not exceed 92.75mm (3.652 inches) measured at the point where the leading edge of the compressor wheel meets the housing. Compressor wheel inducer contours of wheel may not be stepped, notched, or clipped; e.g., the contours must be continuous features from the inducer to the wheel exducer. All air entering the turbocharger must pass through the turbocharger inlet. Injection of any liquid, gas, or any other substance into the inlet or exhaust housing is prohibited. Turbocharger compressor wheel must be constructed of cast or billet aluminum. Exotic material wheels prohibited.

Six-cylinder, twin turbo applications limited to a maximum 76mm (2.992 inches) where the maximum compressor wheel diameter may not exceed 76.5mm (3.012 inches) measured at the point where the leading edge of the compressor wheel meets the housing; the compressor housing inducer diameter may not exceed 77.75mm (3.061 inches) measured at the point where the leading edge of the compressor wheel meets the housing. Compressor wheel inducer contours of wheel may not be stepped, notched, or clipped; e.g., the contours must be continuous features from the inducer to the wheel exducer. All air entering the turbocharger must pass through the turbocharger inlet. Injection of any liquid, gas, or any other substance into the inlet or exhaust housing is prohibited. Turbocharger compressor wheel must be constructed of cast or billet aluminum. Exotic material wheel prohibited.

Eight-cylinder, small-block turbo applications limited to a maximum 78mm (3.071 inches) where the maximum compressor wheel diameter may not exceed 78.5 mm (3.091 inches) measured at the point where the leading edge of the compressor wheel meets the housing; the compressor housing inducer diameter may not exceed 78.75mm (3.139 inches) measured at the point where the leading edge of the compressor wheel meets the housing. Compressor wheel inducer contours of wheel may not be stepped, notched, or clipped; e.g. the contours must be continuous features from the inducer to the wheel exducer. All air entering the turbocharger must pass through the turbocharger inlet. Injection of any liquid, gas, or any other substance into the inlet or exhaust housing is prohibited. Turbocharger compressor wheel must be constructed of cast or billet aluminum. Exotic material wheels prohibited.

Eight-cylinder, big-block turbo applications limited to a maximum 82mm (3.228 inches) where the maximum compressor wheel diameter may not exceed 82.5mm (3.248 inches) measured at the point where the leading edge of the compressor wheel meets the housing; the compressor housing inducer diameter may not exceed 83.75mm (3.297 inches) measured at the point where the leading edge of the compressor wheel meets the housing. Compressor wheel inducer contours of wheel may not be stepped, notched, or clipped; e.g. the contours must be continuous features from the inducer to the wheel exducer. All air entering the turbocharger must pass through the turbocharger inlet. Injection of any liquid, gas, or any other substance into the inlet or exhaust housing is prohibited. Turbocharger compressor wheel must be constructed of cast or billet aluminum. Exotic material wheels prohibited.

2: Drivetrain

DRIVELINE

Each end of driveshaft must have round 360-degree driveshaft loops within 6 inches of U-joints. Full 360-degree driveshaft tube mandatory over yoke, extending from transmission tail shaft a minimum length of 9 inches. Minimum thickness of tube housing is .050-inch chromoly. Two-piece accepted with minimum 6 3/8-inch Grade 8 bolts. See General Regulations 2:4.

FLYWHEEL SHIELD

All manual-transmission-equipped RWD cars must have a flywheel shield labeled as meeting minimum SFI Spec 6.1, 6.2, 6.3, or 9.1. Cars for which an SFI Spec 6.1, 6.2, 6.3, or 9.1 flywheel shield is not available may use an SFI flywheel shield from another application bolted to a motor plate that is bolted to the engine at all available bolt holes, or use a fabricated shield made of 1/4-inch-thick steel, surrounding the bellhousing 360 degrees, extending 1 inch forward and 1 inch rearward of the rotating clutch assembly. Shield must be securely attached to frame or frame structure; may be multi-piece. All rotary engine vehicles must be equipped with a flywheel shield meeting SFI Spec 6.1 or 9.1 minimum. All vehicles running 7.49 or quicker and equipped with nitrous-oxide injection and/or turbo/supercharger must be equipped with a flywheel shield labeled as meeting SFI Spec 6.2 or 6.3.

TRANSMISSION, MANUAL

Any commercially available transmission allowed. Electronic and air shifters permitted. Rpm-activated shifters permitted.

All manual-transmission-equipped RWD cars must have a steel flywheel shield labeled as meeting SFI Spec 6.1, 6.2, 6.3, or 9.1.

3: Brakes & Suspension

BRAKES

Minimum two rear-wheel (one caliper per wheel) hydraulic brakes mandatory. See General Regulations 3:1.

STEERING

Aftermarket steering permitted. All vehicles running 7.49 or quicker must be equipped with a quick disconnect steering-wheel hub labeled as meeting SFI Spec 42.1. See General Regulations 3:2, 3:3, 4:1.

SUSPENSION

Ridged-mounted front or rear axles permitted. Radius rods are not required on front axles that are rigidly mounted 18 inches or less

from king pins. Any front suspension using a tube-type front end must have radius rod attached to frame.

WHEELIE BARS

Permitted. May be adjustable but must be fixed during run. Any movement or adjustment during run prohibited. Pneumatics, hydraulics, electronics, etc. prohibited. Any violation of this rule may result in run being disqualified.

4:Frame

BALLAST

Permitted. See General Regulations 4:2.

CHASSIS

Roll cage mandatory. Roll cage must be inspected by NHRA every three years and have serialized sticker affixed to roll cage before participation. Chassis must meet SFI Spec 2.5. See General Regulations 4:4, 4:11.

GROUND CLEARANCE

Minimum 3 inches from front of car to 12 inches behind centerline of front axle, 2 inches for remainder of car except oil pan.

PARACHUTE

Mandatory. See General Regulations 4:8.

WHEELBASE

Minimum wheelbase 225 inches.

5:Tires & Wheels

TIRES

See General Regulations 5:1.

WHEELS

Double beadlock rear wheels mandatory. Maximum rear wheel size 16x16 inches. See General Regulations 5:2.

7:Body

BODY

Permitted materials for body and cowl: aluminum, titanium, fiberglass, and carbon fiber.

COMPETITION NUMBERS

See General Regulations 7:2.

STREET EQUIPMENT

One working taillight required.

8:Electrical

BATTERIES

Batteries must be securely mounted. See General Regulations 8:1.

IGNITION

Two steps, rev limiters, etc. permitted. See General Regulations 8:1, 8:3, 8:4, 8:5.

MASTER CUTOFF

Mandatory.

9:Support Group**COMPUTER**

Prohibited. See General Regulations 9:1.

DATA RECORDER

Permitted. Wheel-speed sensors of any type on any wheel, including wheelie-bar wheel(s), prohibited. See General Regulations 9:2.

FIRE EXTINGUISHER SYSTEM

Minimum 5-pound or more NHRA-accepted fire extinguishing system mandatory. Must be installed per manufacturer's specifications. Carbon-fiber bottles prohibited.

If equipped with a pneumatic-activated extinguishing system, a manual-activated extinguishing system is mandatory. If a manual-activated extinguishing system is primary, no backup system is required. See General Regulations 9:3 for NHRA-accepted fire extinguishing agents.

TOW VEHICLES

Permitted. See General Regulations 9:10.

WARM-UPS

See General Regulations 9:4, 9:12.

10:Driver**CREDENTIALS**

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

DRIVER RESTRAINT SYSTEM

Three-inch-wide driver restraint system labeled as meeting SFI Spec 16.1 mandatory. System includes crotch strap and must be updated at two-year intervals from date of manufacture. See General Regulations 10:5, 10:11.

HEAD AND NECK RESTRAINT DEVICE/SYSTEM

Head and neck restraint device/system meeting SFI Spec 38.1 mandatory. See General Regulations 10:8.

HELMET

Full-face helmet and shield meeting Snell SA2000, SA2005 or SFI 31.2A Specs mandatory. See General Regulations 10:7.

PROTECTIVE CLOTHING

Jacket and pants meeting SFI Spec 3.2A/15, gloves and boots or shoes meeting SFI Spec 3.3/5 mandatory.

2008 NHRA E.T. QUICK REFERENCE CHART

Y = Required C = Convertibles

Number Refers to General Regulations

**In no way is this Quick Reference Chart intended to supersede
or replace the current NHRA Rulebook**

Quarter-Mile e.t.s	6.00 to 7.49	7.50 to 9.99	10.00 to 10.99	11.00 to 11.49	11.50 to 13.99	14.00 & Slower
Aftermarket Rear Axles	Y	Y	Y	2:11	2:11	2:11
Arm Restraints (Open Cars)	Y	Y	Y	Y	10:3 11.99	10:3
Auto Trans Flexplate (SFI 29.1)	Y	Y	2:14	2:14	2:14	2:14
Auto Trans Reverse Lockout	Y	Y	Y	Y	Y	Y
Bellhousing (SFI 6.1/6.2)	Y	Y	Y	Y	2:10	2:10
Driver Restraint System (SFI 16.1)	Y	Y	Y 10:5	Y 10:5	C 10:5	10:5 10:11
Driveshaft Loop	Y	Y	Y	Y	2:4	2:4
Electric 16.00 & Quicker	Y	Y	Y	Y	Y	2:4
Flexplate Shield (SFI 30.1)	Y	Y	2:14	2:14	2:14	2:14
Flywheel/Clutch (SFI 1.1/1.2)	Y	Y	Y	Y	2:5	2:5
Harmonic Balancer (SFI 18.1)	Y	Y	Y	Permitted	Permitted	Permitted
Helmet (Snell 2000 or SFI 41.1A min.)	Y	Y	Y	Y	Y	10:7
Liquid Overflow	Y	Y	Y	Y	Y	Y
Master Electrical Cutoff	Y	Y	8:4 135 mph	8:4	8:4	8:4
Neck Collar	Y	Y	10:8	10:8	10:8	10:8
NHRA Competition License	Y	Y	10:4	10:4	10:4	10:4
NHRA Chassis Sticker	Y	Y	4:4	4:4	4:4	4:4
Padding Roll Bar/Cage	Y SFI	Y	Y	Y	10:6 135 mph	10:6 135 mph
Parachute	Y	Y	4:8 150 mph	4:8	4:8	4:8
Pressurized Bottles DOT (1800)	Y	Y	Y	Y	Y	Y
Protective Clothing	Y	Y	Y	Y	10:10	10:10
Roll Bar			Y	Y	C/13.49	4:10
Roll Cage	Y	Y	Y 135 mph	4:11	4:11	4:11
SFI Chassis Specification	Y	4:4 180 mph	4:4	4:4	4:4	4:4
Supercharger Restraints	Y	1:11	1:11	1:11	1:11	1:11
Taillight	Y	Y	Y	Y	Y	Y
Transmission Shield (SFI 4.1)	Y	Y	Y	2:14	2:14	2:14
Window Net (Full-Bodied Cars)	Y	Y	6:3 10:3	6:3 10:3	6:3 10:3	6:3 10:3