



2011 NHRA Rule Amendments

As of October 25, 2010
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Note:

Additions are Blue underline

Deletions are ~~Red strikethrough~~

SECTION 1 – ADMINISTRATIVE PROCEDURES & APPEALS

Page 1.3

1.2 SCOPE OF THE NHRA 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 events and are enforceable by NHRA. These items include, without limitation, Competitor Data Sheets, NHRA-accepted products, technical bulletins, ~~lists of permitted items maintained and available from the Technical Department~~, and other policies and procedures.

SECTION 2 – RACE PROCEDURES

Page 2.1

BURNOUTS

All pre-race burnouts are restricted to designated areas, using water only. If a contestant's vehicle ~~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 national events, Top Fuel, Funny Car, Pro Stock, Pro Stock Motorcycle, Top Alcohol Dragster, Top Alcohol Funny Car, Pro Mod, Comp, ~~and~~ Super Comp, Top Dragster, and Top Sportsman drivers are allowed one burnout across the starting line. Length and time duration must be reasonable and in concert with the opponent's procedures. Super Stock, Stock, Super Gas, and Super Street drivers may not cross the starting line on any burnout; stationary burnout limit is five seconds. Divisional event burnout limitations are at the discretion of the event director.

Page 2.2

STAGING

1st paragraph

Once a vehicle ~~car~~ reaches the front of the staging lanes for a run, it must be prepared to fire and race. Vehicles in Top Fuel, Funny Car, Top Alcohol Dragster, and Top

Alcohol Funny Car classes, once started and having moved into the burnout area, may not restart engines.

Page 2.3

QUALIFYING

1st paragraph

All qualifiers in Top Fuel, Funny Car, Pro Stock, Pro Stock Motorcycle, Top Alcohol Dragster, Top Alcohol Funny Car, Comp, Super Stock, ~~and~~ Stock, Top Dragster, and Top Sportsman must have a valid elapsed time recorded to be placed into eliminator competition. If conditions should curtail scheduled qualifying attempts and the field is under the specified field size in Comp, Super Stock, ~~or~~ Stock, Top Dragster or Top Sportsman categories, the event director has the option of placing non-qualified entrants into the field.

Page 2.3

DRIVER AND/OR VEHICLE CHANGES

Under certain circumstances, in the sole and absolute discretion of the event director, the event director has the option of permitting a driver change or a vehicle change. The spirit of the driver change policy is to accommodate those rare cases where a driver experiences an unforeseen circumstance preventing him/her from continuing competition in an event (i.e., medical problem, personal tragedy, etc.). Driver changes in the Sportsman categories at National Events are NOT permitted. Only one action per event is permitted - a driver change plus a vehicle change is NOT permitted. Changes may be considered only under the following conditions:

Page 2.3

REPLACEMENT DRIVER

1. The original entered driver must have been in attendance and successfully passed tech inspection at the event.
2. Replacement driver must have proper credentials and sufficient grading.
3. The original driver is withdrawn from competition and cannot be reinstated.

Sportsman TAD, TAFC, Comp, SS, Stock, SC, SG and SST categories (non-National Events only):

-If change is made prior to the close of registration the day prior to any scheduled activity for subject category, original entered driver will NOT be charged with event or receive points.

-If change is made the day of scheduled running of his/her category, event will be charged against the withdrawn driver's annual quota of scored events, with 10 points being awarded.

-Replacement driver will receive full earned points.

Professional Full Throttle TF, FC, PS, PSM and PM categories:

-The withdrawn driver will NOT receive any points.

4. All previous event times are voided for the vehicles and drivers involved.
5. 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. Teams are limited to one replacement driver action per event.
7. Replacement driver must drive the vehicle originally entered as described on the entry form.

~~8. Sportsman driver changes will NOT be permitted for any provisional entries accepted after the category reached event quota.~~

~~98.~~ Any event prize monies will be paid to payee as designated on original entry.

~~10. A driver change plus a vehicle change is NOT permitted.~~

Page 2.6

BREAKOUT RULES

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

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

Page 2.6

LANE CHOICE

1st paragraph

In the ~~Professional~~ [Full Throttle](#) ~~and~~ Top Alcohol Dragster/Funny Car, ~~and~~ [Pro Mod](#) categories, lane choice is determined by elapsed times. The racer with the better qualifying e.t. gets first round lane choice, and in subsequent rounds, lane choice goes to the racer with the lowest e.t. in the previous round.

Page 2.7

ALTERNATES, NHRA FULL THROTTLE DRAG RACING SERIES

1st paragraph

Final eliminator fields for each of the four ~~Professional~~ [Full Throttle](#) categories — Top Fuel, Funny Car, Pro Stock, and Pro Stock Motorcycle — will consist of only the 16 low e.t. qualifiers. Alternates will not be eligible to enter the field under any circumstances.

4th paragraph

The NHRA policy concerning the use of alternates in ~~Professional~~ [Full Throttle](#) categories at national events does not apply to the following specialty race: K&N Horsepower Challenge.

Page 2.8

OILDOWN PENALTIES

1st paragraph

Oildowns and, more important, downtime associated with cleanups affect everyone at an NHRA Full Throttle Drag Racing Series event, including spectators, competitors, sponsors, and television viewers. With curfews and schedules, oildowns in both ~~Professional~~ [Full Throttle](#) and Sportsman categories have caused in some cases cancellation of qualifying sessions, early start times, and very late conclusions to the respective sessions.

2nd paragraph

In an effort to eliminate downtime due to oil cleanup, penalties may be in effect at ~~the 23~~ [all](#) NHRA Full Throttle national events. Penalties may be imposed on teams depositing oil on the racetrack surface during any qualifying and/or elimination round.

Page 2.8

NATIONAL RECORD PROCEDURES

1st paragraph

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 Full Throttle Drag Racing Series national events (Professional Full Throttle ~~and~~ Top Alcohol Dragster/Funny Car, and Pro Mod categories only), NHRA Lucas Oil Drag Racing Series divisional events, official NHRA National Opens, and at other specifically designated national record events.

3rd paragraph

~~Professional Full Throttle~~ ~~and~~ Top Alcohol Dragster/Funny Car, and Pro Mod elapsed-time records will be recorded and listed to the thousandth of a second. Sportsman 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. ~~Professional Full Throttle~~ ~~and~~ Top Alcohol Dragster/Funny Car, and Pro Mod contestants may set speed marks 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. Super Stock and Stock contestants may use previous runs as acceptable 1 percent backup. Speed records in Comp, Super Stock, and Stock can be established only in conjunction with elapsed-time records. Comp records may be set in the first round of eliminations, using a previous qualifying run from the same event as a backup if within the necessary 1 percent of the record time. Super Stock and Stock contestants may not set or back up records during any rounds of competition. Comp, Super Stock, and Stock records will retire automatically after two years, on the last day of the previous month in which the record was set. Eighth-mile records may be set at eighth-mile events only.

Page 2.9

WEIGHING OF VEHICLE/FUEL CHECK

Under no circumstances may a competitor reject scaling his or her vehicle or fuel check. Any competitor who runs quicker than any of his or her previous runs during the event in Top Fuel, Funny Car, Pro Stock, Pro Stock Motorcycle, Top Alcohol Dragster, Top Alcohol Funny Car, Pro Mod, Comp, Super Stock, or Stock and fails to report to post-run inspection (scales or fuel check) will be disqualified from the event. The event will be charged against the competitor's points events with a zero (0) point counting toward the driver's claimed races.

SECTION 4 – NHRA SUMMIT RACING SERIES

SECTION 4A – SUPER PRO, PRO, SPORTSMAN

Page 4.4

FRAME: 4

ROLL CAGE PADDING

Beginning June 1, 2011, roll-cage padding meeting SFI Spec 45.1 mandatory on any vehicle running 9.99 (*6.39) and quicker. Padding must be used anywhere driver's helmet may come in contact with roll cage components. See General Regulations 4:11, 10:6.

WHEELBASE

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

Page 4.6

ELECTRICAL: 8

DELAY BOX/DEVICE

Permitted in Advanced E.T. and Super Pro only. Prior to use, all delay boxes/devices manufactured after Jan. 1, 2003, must be NHRA-accepted. A current list of NHRA-accepted delay boxes is available on NHRA.com. One delay box/device is permitted; it may be attached to the transbrake, shift timer, and/or throttle timer only. The wire to the transbrake (or line-loc) may contain a splice that activates the two-step/launch-control device in the ignition system. No other wiring shall be connected directly or indirectly between any other part of the ignition system or any other devices (such as data recorders, tachometers, suspension components, fuel- injection system, etc.) and the delay box/device. All wiring associated with the delay device, throttle-stop timer, ignition system, automatic shifter, tachometer, data recorder, and fuel-injection system must be fully visible, labeled, and traceable.

Page 4.8

DRIVER: 10

HELMET

For all 10.00 to 13.99 closed-bodied cars, either an open-face or a full-face Snell M2000, M2005, M2010, K2005, SA2000, SA2005, SA2010, SFI 31.1A, 31.1/2005, 31.2A, 41.1A, 41.1/2005, or 41.2A helmet with or without a shield is mandatory required.

For all 10.00 and slower dune-buggy-type vehicles and all 10.00 to 13.99 open-bodied front-engine or rear-engine supercharged, turbocharged, nitrous, or naturally aspirated cars, a full-face Snell M2000, M2005, M2010, K2005, SA2000, SA2005, SA2010, SFI 31.2A, or 41.2A helmet and shield mandatory (goggles prohibited).

For all 9.99 and quicker closed-bodied cars, a full-face Snell M2000, M2005, M2010, K2005, SA2000, SA2005, SA2010, SFI 31.2A or 41.2A helmet mandatory; shield permitted (goggles prohibited).

For all 9.99 and quicker open-bodied front-engine or rear-engine supercharged, turbocharged, or nitrous cars, a full-face Snell SA2000, SA2005, SA2010, or SFI 31.2A helmet and shield mandatory (goggles prohibited).

For all 9.99 or quicker open-bodied front-engine or rear-engine naturally aspirated cars, a full-face Snell M2000, M2005, M2010, K2005, SA2000, SA2005, SA2010, SFI 31.2A, or 41.2A helmet and shield mandatory (goggles prohibited). See General Regulations 10:7.

SECTION 4B – ADVANCED E.T.

Page 4.10

FRAME: 4

ROLL CAGE

The following SFI Chassis Specs are effective for all new chassis and for all current chassis at next recertification: full-bodied cars must meet SFI Spec 25.1E, 25.2, or 25.3; Funny Cars and open-bodied altered cars must meet SFI Spec 10.1E or 10.2. All front-engine dragsters must meet SFI Spec 2.2B or 2.4B. All rear-engine dragsters must meet SFI Spec 2.1 or 2.5B. Chassis must be recertified every three years by NHRA and have a serialized sticker affixed to cage before participation. Plating of chassis prohibited on any vehicle manufactured after Jan. 1, 1999; painting permitted. ~~Roll-cage padding meeting SFI Spec 45.1 mandatory anywhere driver's helmet may come in contact with roll-cage components.~~ See General Regulations 4:11.

ROLL CAGE PADDING

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

Page 4.11

DRIVER: 10

DRIVER RESTRAINT SYSTEM

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

HELMET

For all closed-bodied cars, a full-face Snell M2000, M2005, M2010, K2005, SA2000, SA2005, SA2010, SFI 31.2A, or 41.2A helmet mandatory; shield mandatory (goggles prohibited).

For all open-bodied front-engine or rear-engine supercharged, turbocharged, or nitrous cars, a full-face Snell SA2000, SA2005, SA2010, or SFI 31.2A helmet and shield mandatory (goggles prohibited).

For all open-bodied naturally aspirated gasoline- or methanol-burning cars, a full-face Snell M2000, M2005, M2010, K2005, SA2000, SA2005, SA2010, SFI 31.2A, or 41.2A helmet and shield mandatory (goggles prohibited). See General Regulations 10:7.

NECK COLLAR/HEAD AND NECK RESTRAINT DEVICE/SYSTEM

A head and neck restraint device/system is mandatory for any vehicle running 200 mph or faster. Neck collar meeting SFI Spec 3.3 mandatory for all other vehicles. At all times that the driver is in the race vehicle, from the ready line until the vehicle is on the return road, driver must properly utilize an SFI-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. See General Regulations 10:8.

Beginning Jan. 1, 2012, all drivers in this class will be required to wear a head and neck restraint device/system meeting SFI Spec 38.1.

SECTION 4CE – E.T. MOTORCYCLE

Page 4.20

DESIGNATION

1st paragraph

ET/MC, preceded by rider number. For motorcycles running 7.50 (*4.50) seconds or slower. Three-wheel vehicles prohibited.

Page 4.23

RIDER: 10

HELMET

Full-face Snell M2000, M2005, M2010, K2005, SA2000, SA2005, SA2010, SFI 31.2A, or 41.2A helmet mandatory; shield mandatory (goggles prohibited). See General Regulations 10:7.

SECTION 4DEF – ADVANCED E.T. MOTORCYCLE

Page 4.23

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

SECTION 4EG – E.T. SNOWMOBILE

Page 4.26

RIDER: 10

HELMET

Full-face Snell M2000, M2005, M2010, K2005, SA2000, SA2005, SA2010, SFI 31.2A, or 41.2A helmet mandatory; shield mandatory (goggles prohibited). See General Regulations 10:7.

SECTION 4FH – ALL-TERRAIN VEHICLE

Page 4.28

RIDER: 10

HELMET

Full-face Snell M2000, M2005, M2010, K2005, SA2000, SA2005, SA2010, SFI 31.2A, or 41.2A helmet mandatory; shield mandatory (goggles prohibited). See General Regulations 10:7.

SECTION 4GI – ELECTRIC-POWERED VEHICLE

SECTION 4HJ – ELECTRIC-POWERED MOTORCYCLE

Page 4.31

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

SECTION 4 ~~K~~ – LEGENDS CARS

SECTION 5 – PRO MOD

Page 5.1

DESIGNATION

PM, preceded by car number. Classes of competition within Pro Modified are for supercharged, methanol-burning, turbocharged methanol or gasoline-burning, or nitrous-assisted, gasoline-burning full-bodied cars.

Minimum weight at the conclusion of run, including driver:

Nitrous-assisted Entries (Unlimited cid) - 2,425 pounds

Supercharged Entries (526 cid) - 2,650 pounds

Turbocharged Entries (540 cid) - 2,650 pounds

NHRA reserves the right to [amend rules](#) ~~adjust weight~~ as performance dictates.

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

Page 5.4

DRIVETRAIN: 2

DRIVELINE

Driveshaft meeting SFI Spec 43.1 mandatory. 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 ~~12~~⁹ inches. Minimum thickness of tube housing is .050-inch chromoly or titanium. Two-piece accepted with minimum 6, 3/8-inch Grade 8 bolts. See General Regulations 2:4.

TRANSMISSION, Manual

Aftermarket planetary [or clutchless](#) transmission permitted. All transmissions must be equipped with an SFI Spec 4.1 transmission shield. Supercharged entries limited to maximum of three forward speeds (~~two planetaries~~) and reverse; all other entries limited to maximum of five forward speeds (~~four planetaries~~) and reverse. Aftermarket converter drive units permitted. When an aftermarket converter drive is utilized, an SFI Spec 6.1 or 6.3 flywheel shield and an SFI Spec 29.1 flexplate are mandatory. Lockup converters and overdrive units are prohibited. A 1-to-1 relationship is mandatory in high gear for all transmission types. Automated shifters and/or timer/rpm-type shifting devices prohibited; each individual shift must be a function of the driver. Shifting must be controlled by manual or pneumatic means only (driver pulls the lever or pushes the button); electric or electronics may in no way affect the shifting mechanism. See General Regulations 2:12, 2:13, 2:14.

Page 5.4

BRAKES & SUSPENSION: 3

BRAKES

Automated brakes prohibited; application and release of brakes must be a function of the driver. Four-wheel hydraulic [disc](#) brakes mandatory. [Carbon-fiber brake rotors used in conjunction with carbon-fiber specific brake pads mandatory on rear wheels.](#)

permitted on front wheels; all other materials prohibited. Steel brake lines mandatory. Brake lines must be out of flywheel and driveline area. Line-loc permitted on front wheels only. One line-loc solenoid and one button only. Any other electrical, pneumatic, hydraulic, etc. switch prohibited in brake system. Dual master cylinder mandatory; must be mounted above the lower framerails. See General Regulations 3:1.

SUSPENSION

Full automobile production systems mandatory. Minimum one hydraulic shock absorber per wheel. Fabricated units permitted. ~~Lightening of stock components prohibited.~~ Rigid-mounted suspensions or straight front axles prohibited. Lockup shocks prohibited.

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

Page 5.5

FRAME: 4

ROLL CAGE

Chassis must have manufacturer's name, serial number, and date of manufacture. Chassis must meet SFI Spec 25.1E or 25.2. Plating of chassis prohibited; painting permitted. Chassis must be recertified yearly by NHRA and have serialized sticker affixed to roll cage before participation. Current three-year certification will be accepted until they expire. No vehicles will be inspected early to delay compliance. ~~Roll cage padding meeting SFI Spec 45.1 mandatory anywhere driver's helmet may come in contact with roll cage components. Additional padding, mounted on flat stock and fastened to the roll cage on both sides of the driver's helmet, mandatory. Additional padding must be NHRA-accepted, securely mounted using bolts or locking fasteners, and must include a flame-retardant covering. A current list of NHRA-accepted lateral head supports is available on NHRA.com.~~ See General Regulations 4:11.

ROLL CAGE PADDING

Roll cage padding meeting SFI Spec 45.1 mandatory anywhere driver's helmet may come in contact with roll cage components. Additional padding mounted on flat stock and fastened to the roll cage on both sides of the driver's helmet, mandatory. Additional padding must be NHRA-accepted, securely mounted using bolts or locking fasteners, and must include a flame-retardant covering. A current list of NHRA-accepted lateral head supports is available on NHRA.com. See General Regulations 4:11.

Page 5.6

BODY: 7

FLOOR

~~Replacing stock floors with .024-inch steel or .032-inch aluminum permitted. Replaced floors must be stock in appearance and location.~~ Driver's-side floor pan must be steel and ~~must be~~ welded in place. Remainder of stock floors may be replaced with .024-inch steel, .032-inch aluminum, or NHRA-accepted carbon fiber. ~~Carbon fiber or composite materials are prohibited from being utilized in any portion of the flooring in the driver's compartment. Exceptions are: wheel tubs, suspension covers, transmission covers, or any panel behind the driver.~~ Magnesium interior panels prohibited. See General Regulations 7:5.

HOOD & HOOD SCOOPS

Hood scoops permitted, ~~one opening only.~~ may not extend above the roof line. Must be finished and painted to follow body paint scheme. Sensors, transducers, vents, wiring, hoses, etc. prohibited inside hood scoop. A minimum of four fasteners must be used on the leading edge of all lift-off hoods.

WING/SPOILERS

Any style rear wing and/or spoiler permitted. Adjustment during run prohibited. ~~Rear wing or spoiler must be NHRA-accepted prior to competition. Rear wing or spoiler may not be higher than the roof line unless OEM was higher.~~

Page 5.7

SUPPORT GROUP: 9

FIRE EXTINGUISHER SYSTEM

Minimum 20-pound NHRA-accepted fire extinguishing system mandatory. System must be divided so that a minimum of 15 pounds is directed into engine compartment by means of nozzled outlets placed in front of each bank of exhaust headers. Remaining 5 pounds or more should be dispersed in driver compartment by means of an atomizing nozzle placed at driver's feet. Must be installed per manufacturer's specifications. Fire bottle activation cables must be installed inside framerail where cables pass engine/bellhousing area. If fire bottles are mounted in front of the firewall, they must be connected to the nozzle system with flexible steel braided line. All cars are required to have a pneumatic cylinder, pressurized by the fire system that will activate the master kill switch and shut off the engine when fire system is activated. See General Regulations 9:3 for NHRA-accepted fire extinguishing agents.

Page 5.8

DRIVER: 10

HELMET

For all cars, a full-face Snell SA2000, SA2005, SA2010, or SFI 31.2A helmet and shield mandatory (goggles prohibited). Eject Helmet Removal System (Part # SDR 890-01-30) mandatory and must be installed per manufacturer instructions. See General Regulations 10:7.

SECTION 6 – TOP SPORTSMAN & TOP DRAGSTER

SECTION 6A4C – TOP SPORTSMAN

Page 4.12

~~Requirements and specifications for Top Sportsman are the same as those for Advanced E.T. – Section 4B – with the following exceptions:~~

Page 4.12

DESIGNATIONS

TS followed by car number. Number must be at least 4 inches high.

Minimum weight at the conclusion of run, including driver:

~~MINIMUM WEIGHT:~~

Small-block combinations

Naturally aspirated: 1,900 pounds

Nitrous assisted: 2,000 pounds

Supercharged or turbocharged: 2,100 pounds

Big-block combinations

Naturally aspirated: 2,200 pounds

Nitrous assisted: 2,450 pounds

Supercharged or turbocharged: 2,600 pounds

6 Cylinder vehicles

Supercharged or turbocharged: 2,100 pounds

4 Cylinder vehicles

Supercharged or turbocharged: 1,900 pounds

Page 4.14

FRAME: 4

ROLL CAGE PADDING

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

Page 4.17

DRIVER: 10

HELMET

Full-face helmet meeting Snell M2000, M2005, M2010, SA2000, SA2005, SA2010, SFI 31.2A, or 41.2A mandatory; shield mandatory (goggles prohibited). See General Regulations 10:7.

NECK COLLAR/HEAD AND NECK RESTRAINT DEVICE/SYSTEM

A head and neck restraint device/system is mandatory for any vehicle running 200 mph or faster. At all times that the driver is in the race vehicle, from the ready line until the vehicle is on the return road, driver must properly utilize an SFI-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. Modification of the device is prohibited. Neck collar meeting SFI Spec 3.3 mandatory for all other cars. A head and neck restraint device can be used with, or without, a neck collar; when a neck collar is not used, an SFI 3.3 head sock or SFI Spec 3.3 skirted helmet is required.

Beginning Jan. 1, 2012, all drivers in this class will be required to wear a head and neck restraint device/system meeting SFI Spec 38.1.

SECTION 6B4D – TOP DRAGSTER

Page 4.17

Requirements and specifications for Top Dragster are the same as those for Top Sportsman - Section 6A4C - with the following exceptions:

Page 4.17

DESIGNATION

TD followed by car number. Numbers must be at least 4 inches high.

Minimum weight at the conclusion of run, including driver:

MINIMUM WEIGHT:

Small-block dragster or altered

Naturally aspirated: 1,450 pounds

Nitrous assisted: 1,550 pounds

Supercharged or turbocharged: 1,650 pounds

Big-block dragster or altered

Naturally aspirated: 1,500 pounds

Nitrous assisted: 1,700 pounds

Supercharged or turbocharged: 1,800 pounds

4- or 6-cylinder dragsters or altered

Naturally aspirated: 1,400 pounds

Nitrous assisted: 1,500 pounds

Supercharged or turbocharged: 1,600 pounds

Page 4.20

DRIVER: 10

HELMET

For all open-bodied naturally aspirated gasoline- or methanol-burning cars, a full-face Snell M2000, M2005, M2010, K2005, SA2000, SA2005, SA2010, SFI 31.2A or 41.2A mandatory; shield mandatory (goggles prohibited). See General Regulations 10:7.

For all open-bodied front-engine or rear-engine supercharged, turbocharged, or nitrous cars, a full-face Snell SA2000, SA2005, SA2010, or SFI 31.2A helmet and shield mandatory (goggles prohibited).

NECK COLLAR/HEAD AND NECK RESTRAINT DEVICE/SYSTEM

A head and neck restraint device/system is mandatory for any vehicle running 200 mph or faster. At all times that the driver is in the race vehicle, from the ready line until the vehicle is on the return road, driver must properly utilize an SFI-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. Modification of the device is prohibited. Neck collar meeting SFI Spec 3.3 mandatory for all other cars. A head and neck restraint device can be used with, or without, a neck collar; when

a neck collar is not used, an SFI 3.3 head sock or SFI Spec 3.3 skirted helmet is required.

Beginning Jan. 1, 2012, all drivers in this class will be required to wear a head and neck restraint device/system meeting SFI Spec 38.1.

SECTION 76 – SUPER STREET

Page 6.2

ENGINE: 1

OIL-RETENTION DEVICE

Effective January 1, 2012 all vehicles ~~permitted to~~ must utilize an NHRA-accepted lower engine oil-retention device; may use a belly pan in lieu of a device attached to the engine. If belly pan is used, must extend from framerail to framerail and extend forward of the harmonic balancer and rearward to rear-engine plate and must incorporate a minimum 2-inch-high lip on all sides. A nonflammable, oil-absorbent liner mandatory inside of retention device. See General Regulations 1:8.

Page 6.3

FRAME: 4

PARACHUTE

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

Page 6.5

ELECTRICAL: 8

DELAY BOX/DEVICE

Permitted. Prior to use, all delay boxes/devices manufactured after Jan. 1, 2003 must be NHRA-accepted. A current list of NHRA-accepted delay boxes is available on NHRA.com. One delay box/device is permitted; it may be attached to the transbrake, shift timer, and/or throttle timer only. The wire to the transbrake (or line-loc) may contain a splice that activates the two-step/launch-control device in the ignition system. No other wiring shall be connected directly or indirectly between any other part of the ignition system or any other devices (such as data recorders, tachometers, suspension components, fuel-injection system, etc.) and the delay box/device. All wiring associated with the delay device, throttle-stop timer, ignition system, automatic shifter, tachometer, data recorder, and fuel-injection system must be fully visible, labeled, and traceable.

Page 6.7

DRIVER: 10

HELMET

For all closed-bodied cars, an open-face or a full-face Snell M2000, M2005, M2010, K2005, SA2000, SA2005, SA2010, SFI 31.2A, or 41.2A helmet mandatory; shield permitted (goggles prohibited).

For all open-bodied supercharged, turbocharged, or naturally aspirated cars, a full-face Snell M2000, M2005, M2010, K2005, SA2000, SA2005, SA2010, SFI 31.2A, or 41.2A helmet and shield mandatory (goggles prohibited). See General Regulations 10:7.

SECTION 87 – SUPER GAS

Page 7.1

Requirements and specifications for Super Gas are the same as those for Super Street - Section [76](#) - with the following exceptions:

Page 7.2

FRAME: 4

PARACHUTE

~~Mandatory on any car with top speed faster than 150 mph. See General Regulations 4:8.~~

ROLL CAGE PADDING

Beginning June 1, 2011, roll-cage padding meeting SFI Spec 45.1 mandatory anywhere driver's helmet may come in contact with roll cage components. See General Regulations 4:11, 10:6.

Page 7.2

DRIVER: 10

HELMET

For all closed-bodied cars, a full-face Snell M2000, M2005, M2010, K2005, SA2000, SA2005, [SA2010](#), SFI 31.2A, or 41.2A helmet mandatory; shield permitted (goggles prohibited).

For all open-bodied supercharged or turbocharged cars, a full-face Snell SA2000, SA2005, [SA2010](#), or SFI 31.2A helmet and shield mandatory (goggles prohibited).

For all open-bodied, naturally aspirated gasoline- or methanol-burning cars, a full-face Snell M2000, M2005, M2010, K2005, SA2000, SA2005, [SA2010](#), SFI 31.2A, or 41.2A helmet and shield mandatory (goggles prohibited). See General Regulations 10:7.

SECTION [98](#) – SUPER COMP

Page 8.1

Requirements and specifications for Super Comp are the same as those for Super Gas - Section [87](#) - with the following exceptions:

Page 8.1

DESIGNATION

S/C, preceded by car number.

Super Comp cars race on an 8.90 standard (5.70 for eighth-mile tracks) using a heads-up, Pro Tree. Reserved for dragsters, altered, roadsters, Funny Cars, and Pro Stock-type cars. Motorcycles prohibited. Minimum weight, including driver: 1,350 pounds, except 4- and 6-cylinder cars, 1,000 pounds. Rear engine dragsters utilizing naturally aspirated OEM motorcycle engines (maximum of four cylinders and a minimum of two cylinders) with OEM transmission, 700 pounds.

Page 8.1

ENGINE: 1

ENGINE

For rear engine dragsters utilizing naturally aspirated OEM motorcycle engines, a SFI Spec 18.1 harmonic balancer is not required.

Page 8.1

DRIVETRAIN: 2

CLUTCH, FLYWHEEL, FLYWHEEL SHIELD, CHAIN GUARD

For rear engine dragsters utilizing naturally aspirated OEM motorcycle engines, an aftermarket billet flywheel or NHRA-accepted flywheel shield mandatory. Stock steel or cast aluminum flywheel prohibited. Keyway modifications permitted. Centrifugal, slider, or conventional motorcycle clutch permitted. Chain guard mandatory, must cover the width and at least the top run to the forward and trailing centerline of the sprockets on any chains. Chain guard must be a minimum of .060-inch steel or .090-inch aluminum and must be within 4 inches of the chain at all points. Belt drive permitted.

~~TRANSMISSION, Aftermarket Planetary~~

~~Transmission blanket meeting SFI Spec 4.1 mandatory if engine burns methanol or is supercharged or turbocharged. See General Regulations 2:13.~~

TRANSMISSION

For rear engine dragsters utilizing naturally aspirated OEM motorcycle engines with OEM transmission, the transmission may be shifted with a preset timed or preset rpm-activated electrical, mechanical, pneumatic, hydraulic device, or by standard OEM operation. Rpm-based automatic shifters may not have a time delay incorporated into the device. Rpm-based automatic shifters may not be connected (directly or indirectly) to the delay box/device. Time-based automatic shifters may not be connected (directly or indirectly) to the ignition system. Reverse gear optional for rear engine dragsters utilizing naturally aspirated OEM motorcycle engines with OEM transmission.

Page 8.1

BRAKES & SUSPENSION: 3

BRAKES

With a total car weight of 1000 pounds or less, and a one piece rear axle, may use a single brake rotor with dual calipers.

SECTION 109 – STOCK

SECTION 109A – STOCK CARS

Page 9.1

DESIGNATIONS

Reserved for ~~1955-1960~~ or newer model-year factory- production automobiles and some sports cars. Classified per NHRA performance rating as listed in the Official NHRA Stock Car Classification Guide. Only those cars listed in the guide are eligible for competition. All cars in Stock classes must be factory production assembled, showroom available, and in the hands of the general public. A minimum 500 units of a particular body style must be produced.

Page 9.1

CLASS WEIGHT BREAKS

(based on pounds per NHRA-factored horsepower)

AA- 7.50 to 7.99	J - 12.50 to 12.99	U - 20.00 or more
A - 8.00 to 8.49	K - 13.00 to 13.49	V - 22.00 or more
B - 8.50 to 8.99	L - 13.50 to 13.99	W - 24.00 or more

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C- 9.00 to 9.49	M- 14.00 to 14.49	AAF - 11.00 to 12.99
D- 9.50 to 9.99	N - 14.50 to 14.99	AF - 13.00 to 15.99
E - 10.00 to 10.49	O - 15.00 to 15.99	BF - 16.00 to 17.49
F - 10.50 to 10.99	P - 16.00 to 16.99	CF - 17.50 to 18.99
G- 11.00 to 11.49	Q - 17.00 to 17.99	DF - 19.00 to 24.99
H- 11.50 to 11.99	R - 18.00 to 18.99	EF – 25.00 or more
I - 12.00 to 12.49	T - 19.00 to 19.99	

Page 9.2

ENGINE: 1

ENGINE

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

FUEL INJECTION

Fuel injection must retain OEM throttle body(s), plenum, and manifold. [If OEM throttle body\(s\) was equipped with electronic throttle control \(i.e. drive by wire\), the throttle body\(s\) may be adapted to mechanical throttle linkage if an aftermarket OEM-type electronic-fuel-injection system is used.](#) Larger fuel injectors permitted, provided no modification or re-drilling of manifolds is performed. Electronic fuel injection must be closed, OEM-type system; i.e., may monitor only engine functions. Monitoring of vehicle performance criteria, wheel speed, driveshaft speed, vehicle acceleration, etc. by fuel-injection system prohibited. All aftermarket OEM-type electronic fuel injection must be NHRA-accepted. A current list of NHRA-accepted electronic-fuel-injection systems is available on NHRA.com. Open-loop systems permitted on production vehicles as equipped with OEM electronic fuel injection. See General Regulations 9:1.

VALVE SPIRNGS

Any valve spring permitted ~~that has same minimum configuration as OEM for specific engine, per NHRA Blueprint Specs: i.e., single spring, double spring, etc. Straight or tapered (beehive) style permitted on all applications,~~ provided no modification to head is performed. Steel valve-spring retainers mandatory. ~~Dampener optional on any spring. Machining head for oversize springs prohibited.~~ Spring cups permitted ONLY if no modification to head is-required; otherwise prohibited.

Page 9.6

DRIVETRAIN: 2

TRANSMISSION, Automatic

2011 NHRA Rule Amendments

Any model transmission (must be same make as car) having same number of forward speeds (O.D. gear not required) and reverse permitted. Transmission case must be OEM from a standard, automotive application as found in the Official NHRA Stock Car Classification Guide. NHRA-accepted adapter plates permitted. Modifications to shifting patterns are permitted, provided full shift pattern is retained. Full shift pattern must include park and reverse. Any gear change must occur as a result of an internal function of the transmission or from direct action by the driver. Lockup converter permitted if OEM-equipped with lockup converter and OEM transmission is used. Otherwise, lockup converters prohibited. Electronic rpm controls for the electric (internal or external to the transmission) shifting of automatic transmissions permitted in computer-controlled **electronic-fuel-injected** vehicles only. Otherwise, any gear change must occur as a result of an internal function of the transmission or from direct action by the driver. Pneumatic, hydraulic, electric, etc. controls and shifters in all non-computer-controlled electronic-fuel-injected vehicles prohibited. Deepened stock or aftermarket transmission oil pans permitted. Drilling of transmission case or rear of engine block to adapt incompatible units prohibited. Functional neutral safety switch mandatory. Transmission brake prohibited. Tailshaft modifications for bushing replacement, or NHRA-accepted aftermarket tailshaft, permitted. See General Regulations 2:12, 2:14.

Page 9.7

BRAKES & SUSPENSION: 3

SUSPENSION, Front

Must retain complete stock front suspension system as produced by manufacturer for body used, [aftermarket tie rods with heim joints permitted](#). Lift kits/travel limiters prohibited. Sway bar optional. See General Regulations 3:4.

Page 9.9

FRAME: 4

PARACHUTE

[Mandatory on any car that runs 150 mph or faster. See General Regulations 4:8.](#)

ROLL CAGE PADDING

[Beginning June 1, 2011, roll cage padding meeting SFI Spec 45.1 mandatory on any vehicle running 9.99 and quicker. Padding must be used anywhere driver's helmet may come in contact with roll cage components. See General Regulations 4:11, 10:6.](#)

WEIGHT

All cars will be permitted to run on the class minimum weight, [but may be no heavier than the minimum for the next heavier class](#). Car can move up (lighter) one class or down (heavier) one class. If weight is added, must be properly attached; see BALLAST. Class and classification weight are determined without driver weight. Once classification weight is calculated, 170 pounds is added for driver to arrive at total weight. All cars are weighed with driver.

Page 9.11

DRIVER: 10

HELMET

For all 10.00 and slower cars, either an open-face or a full-face Snell M2000, M2005, M2010, K2005, SA2000, SA2005, [SA2010](#), SFI 31.2A, or 41.2A helmet mandatory; shield permitted (goggles prohibited).

For all 9.99 and quicker cars, a full-face Snell M2000, M2005, M2010, K2005, SA2000, SA2005, [SA2010](#), SFI 31.2A, or 41.2A helmet mandatory; shield permitted (goggles prohibited). See General Regulations 10:7.

PROTECTIVE CLOTHING

Full-length pants; short- or long-sleeved shirt; closed shoes; and socks. No shorts. No tank tops. No open-toe or open-heel shoes or sandals. Synthetic clothing not recommended. Jacket and pants meeting SFI Spec 3.2A/1 mandatory in AA/S through M/S, AA/SA through M/SA, and in any vehicle running 11.49 or quicker. [SFI Spec 3.3/1 gloves mandatory in any vehicle running 9.99 or quicker.](#) See General Regulations 10:10.

NECK COLLAR

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

SECTION ~~1110~~ – SUPER STOCK

SECTION ~~1110A~~ – SUPER STOCK

Page 10.1

Requirements and specifications for all Super Stock categories are the same as those for Stock Cars - Section ~~109A~~ - with the following exceptions:

Page 10.2

ENGINE: 1

ENGINE

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

Page 10.4

DRIVETRAIN: 2

TRANSMISSION SHIELD, Automatic

Cars in SS/AH through ~~SS/MA~~ ~~SS/AA~~ and any car running quicker than 10.99 must be equipped with a transmission shield meeting SFI Spec 4.1. [Cars in SS/AH through SS/JA SFI 29.1 automatic transmission flexplate and SFI 30.1 flexplate shield mandatory.](#) Aftermarket automatic transmission bellhousing permitted; must be labeled as meeting SFI Spec 30.1 for automatic transmission flexplate shields and must be

NHRA-accepted. Aftermarket OEM-style replica case, NHRA-accepted, permitted. See General Regulations 2:14.

Page 10.7

FRAME: 4

ROLL CAGE PADDING

Beginning June 1, 2011, roll-cage padding meeting SFI Spec 45.1 mandatory on any vehicle running 9.99 and quicker. Padding must be used anywhere driver's helmet may come in contact with roll cage components. See General Regulations 4:11, 10:6.

WEIGHT

All cars will be permitted to run on the class minimum weight, but may be no heavier than the minimum for the next heavier class. Car can move up (lighter) one class or down (heavier) one class. If weight is added, must be properly attached; see BALLAST. Shipping weight is calculated by multiplying the power to weight factor (as found in the Official NHRA Stock Car Classification Guide) by advertised horsepower. In cases where NHRA has placed a performance rating on the engine, use the factored horsepower. Class and classification weight are determined without driver. Once classification weight is calculated, 170 pounds is added for driver to arrive at total weight. All cars are weighed with driver.

Page 10.8

INTERIOR: 6

UPHOLSTERY

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

Page 10.10

DRIVER: 10

HELMET

For all 10.00 and slower cars, either an open-face or a full-face Snell M2000, M2005, M2010, K2005, SA2000, SA2005, SA2010, SFI 31.2A, or 41.2A helmet mandatory; shield permitted (goggles prohibited).

For all 9.99 and quicker cars, a full-face Snell M2000, M2005, M2010, K2005, SA2000, SA2005, SA2010, SFI 31.2A, or 41.2A helmet mandatory; shield permitted (goggles prohibited). See General Regulations 10:7.

PROTECTIVE CLOTHING

All drivers are required to wear full-length pants; short- or longsleeved shirt; closed shoes; and socks. No shorts. No tank tops. No open-toe or open-heel shoes or sandals. Synthetic clothing not recommended. Jacket and pants meeting SFI Spec 3.2A/5 mandatory in SS/A through SS/I and SS/AH through SS/IA or any vehicle running 9.99 or quicker. Jacket and pants meeting SFI Spec 3.2A/1 mandatory in SS/J through SS/P and SS/JA through SS/PA or any vehicle running 10.00 to 11.49. SFI Spec 3.3/1 gloves mandatory in any vehicle running 9.99 or quicker. See General Regulations 10:10.

SECTION ~~1140~~B – SUPER STOCK/GT

Page 10.10

Requirements and specifications for GT classes are the same as those for Super Stock classes - Section ~~1140~~A - with the following exceptions:

Page 10.10

DESIGNATION

2nd paragraph

Reserved for foreign and domestic factory-production two-door coupes, two-door sedans, sports cars, ~~or~~ convertibles, or station wagons with any production V-8 engine of the same make. Year of engine optional. Only those engines and/or bodies listed in the Official NHRA Stock Car Classification Guide are eligible for competition. Also see WEIGHT. Cars will be classified using the shipping weight of the body divided by the horsepower or performance rating of the engine used.

Page 10.11

DRIVETRAIN: 2

TRANSMISSION SHIELD, Automatic

Cars in GT/AA through GT/LA ~~GT/GA~~ and any car running quicker than 10.99 must be equipped with a transmission shield meeting SFI Spec 4.1. Cars in GT/AA through GT/GA SFI 29.1 automatic transmission flexplate and SFI 30.1 flexplate shield mandatory.

Page 10.13

DRIVER: 10

PROTECTIVE CLOTHING

Jacket and pants meeting SFI Spec 3.2A/5 mandatory in GT/A through GT/G and GT/AA through GT/GA or any vehicle running 9.99 or quicker. Jacket and pants meeting SFI Spec 3.2A/1 mandatory in GT/H through GT/M and GT/HA through GT/MA or any vehicle running 10.00 to 11.49. SFI Spec 3.3/1 gloves mandatory in any vehicle running 9.99 or quicker. See General Regulations 10:10.

SECTION ~~1140~~C – GT/TRUCK

Page 10.13

Requirements and specifications for GT Truck classes are the same as those for GT car classes - Section ~~1140~~B - with the following exceptions:

Page 10.13

DESIGNATIONS

Reserved for ~~1980-1990~~ and newer pickup trucks, 1/2-ton maximum. Year of engine optional. Only those engines and/or bodies listed in the Official NHRA Stock Car Classification Guide are eligible for competition. Trucks will be classified using the shipping weight of the ~~1990 through 2008~~ body divided by the horsepower or performance rating of the engine sed. If the claimed engine has both a Super Stock and a GT rating, the GT rating shall apply.

Page 10.14

DRIVETRAIN: 2

TRANSMISSION SHIELD, Automatic

Trucks in [GT/TA through GT/TD](#) must be equipped with a transmission shield meeting SFI Spec 4.1. [Trucks in GT/TA and GT/TB SFI 29.1 automatic transmission flexplate and SFI 30.1 flexplate shield mandatory.](#) See General Regulations 2:14.

Page 10.14

DRIVER: 10

CREDENTIALS

Valid NHRA competition license mandatory in TA [or any vehicle running 9.99 or quicker.](#) See General Regulations 10:4.

PROTECTIVE CLOTHING

Jacket and pants meeting SFI Spec 3.2A/5 mandatory in TA, or any vehicle running 9.99 and quicker or 135 mph or faster. Jacket and pants meeting SFI Spec 3.2A/1 mandatory in TB, TC, and TD. [SFI Spec 3.3/1 gloves mandatory in any vehicle running 9.99 or quicker.](#) See General Regulations 10:10.

SECTION ~~11~~40D – MODIFIED STOCK

Page 10.15

Requirements and specifications for Modified Stock classes are the same as those for Super Stock classes - Section ~~11~~40A - with the following exceptions:

Page 10.15

CLASSES

AS - 8.50 [to 9.49](#) or more pounds per cubic inch. Wedge, canted-valve or Hemi engines; 3,350-pound minimum.

BS - 9.50 to 10.49 pounds per cubic inch. Small-block wedge or canted-valve engines under 366 cubic inches original production; 3,000-pound minimum.

CS - 10.50 or more pounds per cubic inch. Small-block true wedge engines (inline valves) under 366-cid original production; 3,000-pound minimum.

DS - 12.00 or more pounds per cubic inch. V-6 engine; 2,900 pound minimum.

ES - 15.50 [to 16.49](#) pounds per cubic inch with a maximum displacement of 165 cubic inches. 4-cylinder only.

FS - 16.50 pounds per cubic inch with a maximum displacement of 155 cubic inches.

GS - 18.00 pounds per cubic inch, 4-cylinder, front-wheel drive only. Maximum displacement of 230 cubic inches.

Page 10.19

BODY: 7

HOOD

Mandatory. Fiberglass permitted. Carburetor must be completely covered by hood, bubble, or scoop, which must be part of car hood. Hood latches, hinges, springs, and brackets may be removed. Maximum of ~~11~~5-inch hood scoop (hood to top of opening) with one opening permitted. Tilt or removable front ends prohibited. See General Regulations 7:6.

Page 10.19

DRIVER: 10

PROTECTIVE CLOTHING

Jacket and pants meeting SFI Spec 3.2A/5 mandatory in AS, BS, CS, or any vehicle running 9.99 or quicker. Jacket and pants meeting SFI Spec 3.2A/1 mandatory in DS, ES, FS, GS or any vehicle running 10.00 to 11.49. [SFI Spec 3.3/1 gloves mandatory in any vehicle running 9.99 or quicker.](#) See General Regulations 10:10.

SECTION ~~1110~~E – MODIFIED TRUCK

Page 10.20

Requirements and specifications for Modified Truck are the same as those for Modified Stock classes - Section ~~1110~~D - with the following exceptions:

Page 10.20

CLASSES

TA - 8.50 [to 9.49](#) or more pounds per cubic inch. Wedge, canted-valve or Hemi engines; 3,350-pound minimum.

TB - 9.50 to 10.49 pounds per cubic inch. Small-block wedge or canted-valve engines under 366 cubic inches original production; 3,000-pound minimum.

TC - 10.50 or more pounds per cubic inch. Small-block true wedge engines (inline valves) under 366-cid original production; 3,000-pound minimum.

TD - 12.00 or more pounds per cubic inch. V-6 engine; 2,900-pound minimum

Page 10.21

FRAME: 4

ROLL CAGE

[Roll cage mandatory in SS/TA and SS/TB or any truck running 9.99 seconds or quicker.](#)

Roll cage meeting SFI 25.4 or 25.5 is mandatory for all Super Stock vehicles running 8.49 or quicker. [See General Regulations 4:11.](#)

ROLL BAR

[Roll bar mandatory in SS/TC and SS/TD or any truck running 11.49 seconds or quicker.](#)

[Roll cage meeting SFI 25.4 or 25.5 is mandatory for all Super Stock vehicles running 8.49 or quicker. See General Regulations 4:10.](#)

Page 10.22

DRIVER: 10

PROTECTIVE CLOTHING

Jacket and pants meeting SFI Spec 3.2A/5 mandatory. [SFI Spec 3.3/1 gloves mandatory in any vehicle running 9.99 or quicker.](#) See General Regulations 10:10.

SECTION ~~1110~~F – MODIFIED

Page 10.22

Requirements and specifications for Modified classes are the same as those for Super Stock classes - Section ~~1110~~A - with the following exceptions:

Page 10.23

DRIVETRAIN: 2

TRANSMISSION, Manual

Aftermarket transmission permitted; minimum three, maximum four, forward speeds. All gear changes must result from direct action by the driver. Pneumatic, hydraulic, electric, etc. shifters prohibited. Clutchless transmissions prohibited. Clutch must be used to change gears in a conventional manner. Clutch-assisted automatic transmissions use stick-shift weight break. See General Regulations 2:12.

Page 10.26

BODY: 7

SPOILERS

Front spoiler must be automotive production for body used. ~~Complete package, front and rear, not required.~~ Aftermarket rear spoiler ~~permitted.~~ limited to, maximum length 6 inches as measured from deck lid to spoiler transition point, to rear edge of spoiler. May be no wider than deck lid. Maximum height of spill plate, 4 inches. If aftermarket spoiler is used, any OEM spoilers must be removed.

Page 10.26

DRIVER: 10

PROTECTIVE CLOTHING

Jacket and pants meeting SFI Spec 3.2A/5 mandatory. SFI Spec 3.3/1 gloves mandatory in any vehicle running 9.99 or quicker. See General Regulations 10:10.

SECTION 1140G – SUPER STOCK/MX

Page 10.26

Requirements and specifications for MX classes are the same as those for Modified Stock and Modified classes - Sections 1140D and 1140F - with the following exceptions:

DESIGNATIONS

SS/AX, SS/BX, SS/CX, SS/DX, ~~and~~ SS/EX, and SS/VX preceded by car number. Classes of competition within Super Stock/MX are for non-supercharged 4- and 6-cylinder-powered cars. Class determined by total car weight (including driver) divided by total engine displacement (cubic inches). Front-wheel-drive conversions permitted.

CLASSES

AX - 8.50 to 10.99 pounds per cubic inch.

BX - 11.00 to 12.49 pounds per cubic inch.

CX - 12.50 or more pounds per cubic inch.

DX - 15.00 or more pounds per cubic inch, two turbochargers or OEM supercharger. Turbochargers must be run "dry"; fluid-injection prohibited.

EX - 11.50 or more pounds per cubic inch, Naturally aspirated, Methanol only, Front-wheel-drive only, Full-bodied.

VX - 12.00 or more pounds per cubic inch, Naturally aspirated, Air cooled, Volkswagen, Rear engine, Full-bodied.

Page 10.27

ENGINE: 1

CAMSHAFT/LIFTERS

VX class: Flat tappet cam with flat tappet lifters mandatory. Maximum lift at the valve 0.630 inches.

CARBURETOR

Any standard OEM carburetor(s) permitted. Carb manufacturer must be represented in NHRA Blueprint Bulletins.

VX class: Maximum 2 only, single or 2 barrel downdraft Kadron, Weber, Dellorto, or Empi carburetors. Maximum 52 mm (2.047 inches) throttle bore and 44 mm (1.732 inches) venturis.

CYLINDER HEADS

OEM casting with OEM number cast into head. Two- or 4-valve permitted, any valve size permitted, valves may be tilted and/or canted, porting, polishing permitted; header plates permitted. Exhaust port plates that protrude into port prohibited.

VX class: Stock intake flange Volkswagen type cylinder heads mandatory. Stud pattern must be in OEM location with OEM dimensions. Studs must be used to mount the manifold to the cylinder head. Welding to increase, or originally filled, manifold flange area permitted. Maximum intake valve head diameter 44.1 mm (1.736 inches). Minimum valve stem diameter 5/16-inch. Titanium valves, retainers, and keepers permitted. Steel pushrods mandatory.

ENGINE

One automobile engine only, naturally aspirated (AX, BX, and CX). Engine may be relocated, not to exceed 10 percent of wheelbase as measured from centerline of front spindles to nearest engine spark-plug hole. 4- or 6-cylinder opposed rear-engine installations permitted. Engine must be of same type as car model and must be in stock location except front-to-rear-drive conversions, a permitted modification. All conversions must use the OEM engine as car model and must meet the maximum 10 percent engine setback rule. Harmonic balancer meeting SFI Spec 18.1 mandatory. See General Regulations 1:2.

EX class: Engine must be from same manufacturer as body. 4-cylinder engine only; all others prohibited. 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. Fuel injection permitted. Fuel: methanol only.

VX class: Naturally aspirated, air-cooled, OEM Volkswagen. Maximum engine size 2,444 cc (149 cid). Maximum bore diameter 94.1 mm (3.709 inches). Cast iron cylinders and steel connecting rods mandatory.

ROCKER ARMS

VX class: OEM style rocker arm mounting and dimensions mandatory. End supports permitted.

Page 10.28

DRIVETRAIN: 2

TRANSMISSION, Manual

Maximum 5 forward speeds permitted on manual transmissions; reverse mandatory. Clutch automatics run at stick-shift weight.

EX class: Manual transmission only with two-disc clutch maximum. All cars 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 multipiece, with pieces bolted together using minimum 3/8-inch-diameter Grade 5 bolts; may be attached to engine and/or bellhousing.

VX class: Manual transmission mandatory. Single-disc, non-adjustable lever type clutch permitted. Clutchless or sequential transmissions prohibited. Pneumatic or electronically controlled shifting prohibited. Clutch must be manually operated by the driver's foot. Washington anti-shocker hydraulic clutch management system permitted. The cylinder must be preset and remain in a fixed position during the run. Any adjustment during the run prohibited.

TRANSMISSION, Shield

Automatic transmission flexplate meeting SFI Spec 29.1 mandatory in AX, ~~BX~~, and through DX. Automatic transmission flexplate shield meeting SFI Spec 30.1 mandatory in AX, ~~BX~~, and through DX.

Page 10.28

BRAKES & SUSPENSION: 3

SUSPENSION, FRONT

EX class: 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. Roll-cage tubing may run across top of strut tower and attach to frame horn. Adjustable caster/camber pillow ball 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.

VX class: OEM type suspension and dimensions for model year claimed mandatory. Coilovers, longer springplates, etc. prohibited. Raising and narrowing permitted.

SUSPENSION, REAR

EX class: Factory-independent rear suspension may be replaced with straight-axle suspension but must retain original mounting points. Strut must mount to original upper mounting point.

VX class: OEM type suspension and dimensions for model year claimed mandatory. Coilovers, longer springplates, etc. prohibited. Raising and narrowing permitted.

Page 10.28

FRAME: 4

ROLL BAR

Mandatory in CX [and VX](#). See General Regulations 4:10.

WEIGHT

Minimum weight: 1,700 pounds for 6-cylinder cars; 1,200 pounds for 4-cylinder cars; [VX class 1,600 pounds](#). All weight minimums are with driver. Cars with fully automatic transmission with converter may remove 100 pounds from regular class weight; may be under posted minimum weight. Cars weighed with driver; class minimum includes driver.

Page 10.29

TIRES & WHEELS: 5

TIRES

[VX class: Street-type or drag slicks, maximum 10-inch tread width.](#)

Page 10.29

BODY: 7

BODY

2nd Paragraph

EX class: 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. 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.

[VX class: Full bodied, rear engine, Volkswagen. Carbon fiber or fiberglass replacement body pieces permitted. Deck lid mandatory.](#)

Page 10.30

DRIVER: 10

PROTECTIVE CLOTHING

Jacket and pants meeting SFI Spec 3.2A/5 mandatory in AX, BX, DX, ~~and EX~~, [or any vehicle running 9.99 or quicker](#). Jacket and pants meeting SFI Spec 3.2A/1 mandatory in CX [and VX](#). Gloves and boots/shoes meeting SFI Spec 3.3/1 mandatory in EX. [SFI Spec 3.3/1 gloves mandatory in any vehicle running 9.99 or quicker](#). See General Regulations 10:10.

SECTION ~~1211~~ – COMP

Page 11.1

All requirements and specifications contained in Section ~~1211~~ - Comp apply to all subcategories of Section ~~1211~~ unless otherwise noted in the subsection.

Page 11.1

ENGINE: 1

ENGINE

For Econo Dragster, Altered Truck, Econo Altered, and Super Modified classes: OEM aftermarket small-block Chevrolet (SBC) engines with bore centers greater than 4.400

inches, maximum 4.500 inches, are permitted only in A/ED, P/ST, P/STA, A/EA, A/SM, A/SMA, B/SM, B/SMA, C/SM, and C/SMA. SBC engines with bore centers greater than 4.400 inches are permitted in all V-8 Dragster and V-8 Altered classes; not permitted in any Nostalgia Dragster classes. Except as noted in Pro Modified, all other classes are restricted to an absolute maximum bore center of 5.000 inches.

Page 11.3

**BRAKES & SUSPENSION: 3
SUSPENSION**

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

SECTION ~~12~~11A – GAS DRAGSTER

Page 11.4

Requirements and specifications for Gas Dragster classes are the same as those for Comp - Section ~~12~~11 - with the following exceptions:

Page 11.4

CLASSES

A/D - 3.40 to 3.99 pounds per cubic inch; 1,350-pound minimum; V-8 only.

A/DA - 3.40 to 3.99 pounds per cubic inch; 1,350-pound minimum; V-8 only, automatic transmission with converter only.

B/D - 4.00 to 4.49 pounds per cubic inch; 1,350-pound minimum; V-8 only.

B/DA - 4.00 to 4.99 pounds per cubic inch; 1,350-pound minimum; V-8 only, automatic transmission with converter only.

C/D - 4.50 or more pounds per cubic inch, with true wedge cylinder heads (with inline and parallel valves) only; 1,350- pound minimum; V-8 only.

C/DA - 4.50 or more pounds per cubic inch, with true wedge cylinder heads (with inline and parallel valves) only; 1,350- pound minimum; V-8 only, automatic transmission with converter only.

D/D - 5.00 or more pounds per cubic inch; V-6, V-4 engines only; 1,000-pound minimum.

D/DA - 5.00 or more pounds per cubic inch; 1,000-pound minimum; V-6, V-4 engines only, automatic transmission with converter only.

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

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

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

H/D - 9.80 or more pounds per cubic inch; 1,800-pound minimum; turbocharged 6- or 8-cylinder, 2- and 4-valve engines only.

I/D - 11.50 or more pounds per cubic inch; 1,500-pound minimum; turbocharged, 4-cylinder, 2- and 4-valve engines only.

J/D – 5.50 or more pounds per cubic inch; inline or opposed 5- or 6-cylinder, 4-valve engines only.

Page 11.5

ENGINE: 1

CYLINDER HEADS

Any type 2-valve head permitted in A/D, A/DA, B/D, B/DA, D/D, D/DA, E/D (see CLASSES), and G/D. Any type 2- or 4-valve head permitted in F/D (see CLASSES), H/D, and I/D. H/D and I/D, billet head prohibited. Any type 4-valve head permitted in J/D. ~~Maximum two valves per cylinder except as noted. Classes A/D, B/D, and D/D, any cylinder head permitted.~~ Class C/D and C/DA restricted to true wedge cylinder heads (with inline and parallel valves) only. ~~E/D, F/D, and G/D, any head permitted.~~

Page 11.6

DRIVETRAIN: 2

TRANSMISSION, Automatic

Permitted in A/DA, B/DA, C/DA, D/DA, E/D, F/D, G/D, H/D, ~~and~~ I/D, and J/D. See Section 1240, Transmission, Automatic, for details.

TRANSMISSION, Manual

Permitted in A/D, B/D, C/D, D/D, E/D, F/D, G/D, H/D, ~~and~~ I/D, and J/D. See Section 1240, Transmission, Manual, for details.

Page 11.7

FRAME: 4

ROLL CAGE

Mandatory. Chassis must be recertified every three years by NHRA and have serialized sticker affixed to frame before participation. A/D, B/D, C/D, D/D, A/DA, B/DA, C/DA, D/DA, H/D, and I/D must conform to SFI Spec 2.5B (rear engine) or 2.4B (front engine); all other vehicles must conform to SFI Spec 2.7B (rear engine) or 2.6 (front engine).

(Rear-end-mounting and wing- support portions do not apply.) ~~Roll-cage-padding meeting SFI Spec 45.1 mandatory anywhere driver's helmet may come in contact with roll-cage-components.~~ See General Regulations 4:4, 4:11, 10:6.

ROLL CAGE PADDING

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

Page 11.8

DRIVER: 10

HELMET

2011 NHRA Rule Amendments

For all turbocharged and/or methanol-burning cars, a full-face Snell SA2000, SA2005, [SA2010](#), or SFI 31.2A helmet and shield mandatory (goggles prohibited).

For all naturally aspirated gasoline-burning cars, a full-face Snell M2000, M2005, M2010, K2005, SA2000, SA2005, [SA2010](#), SFI 31.2A, or 41.2A helmet and shield mandatory (goggles prohibited). See General Regulations 10:7.

NECK COLLAR/HEAD AND NECK RESTRAINT DEVICE/SYSTEM

Head and neck restraint device/system mandatory in A/D, A/DA, B/D, B/DA and H/D. ~~See General Regulations 10:8.~~ Neck collar meeting SFI Spec 3.3 mandatory in all other classes. See General Regulations 10:8.

[Beginning Jan. 1, 2012, head and neck restraint device/system mandatory in C/D, C/DA, D/D, D/DA, E/D, J/D, and I/D.](#)

SECTION [1211](#)B – ECONO DRAGSTER

Page 11.9

Requirements and specifications for Econo Dragster classes are the same as those for Comp - Section [1211](#) - with the following exceptions:

Page 11.10

DRIVETRAIN: 2

TRANSMISSION, Automatic

Permitted. See Section [1210](#), Transmission, Automatic, for details.

Page 11.10

FRAME: 4

ROLL CAGE

Mandatory. Chassis must be recertified every three years by NHRA and have serialized sticker affixed to frame before participation. A/ED, B/ED, C/ED, D/ED must conform to SFI Spec 2.5B (rear engine) or 2.4B (front engine); all other vehicles must conform to SFI Spec 2.7B (rear engine) or 2.6 (front engine). ~~Roll-cage padding meeting SFI Spec 45.1 mandatory anywhere driver's helmet may come in contact with roll-cage components.~~ See General Regulations 4:4, 4:11, 10:6.

[ROLL CAGE PADDING](#)

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

Page 11.12

DRIVER: 10

HELMET

For all cars, a full-face Snell M2000, M2005, M2010, K2005, SA2000, SA2005, [SA2010](#), SFI 31.2A, or 41.2A helmet and shield mandatory (goggles prohibited). See General Regulations 10:7.

NECK COLLAR/HEAD AND NECK RESTRAINT DEVICE/SYSTEM

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

Beginning Jan. 1, 2012, head and neck restraint device/system mandatory in B/ED, C/ED, and D/ED.

SECTION ~~1211~~C – NOSTALGIA DRAGSTER

Page 11.12

Requirements and specifications for Nostalgia Dragster classes are the same as those for Comp - Section ~~1211~~ - with the following exceptions:

Page 11.13

DRIVETRAIN: 2

TRANSMISSION, Automatic

Permitted. Maximum two forward speeds. Automated, electric, or pneumatic shifter prohibited. See Section ~~1240~~, Transmission, Automatic, for details.

Page 11.13

FRAME: 4

ROLL CAGE

Mandatory. Chassis must be recertified every three years by NHRA and have serialized sticker affixed to frame before participation. Chassis must conform to SFI Spec 2.4B. ~~Roll cage padding meeting SFI Spec 45.1 mandatory anywhere driver's helmet may come in contact with roll cage components.~~ See General Regulations 4:4, 4:11, 10:6.

ROLL CAGE PADDING

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

Page 11.15

DRIVER: 10

HELMET

For all cars, a full-face Snell SA2000, SA2005, SA2010 or SFI 31.2A helmet and shield mandatory (goggles prohibited). See General Regulations 10:7.

NECK COLLAR/HEAD AND NECK RESTRAINT DEVICE/SYSTEM

Neck collar meeting SFI Spec 3.3 mandatory. See General Regulations 10:8.

Beginning Jan. 1, 2012, head and neck restraint device/system mandatory in A/ND and B/ND.

SECTION ~~1211~~D – ALTERED & STREET ROADSTER

Page 11.15

Requirements and specifications for Altered & Street Roadster classes are the same as those for Comp - Section ~~1211~~ - with the following exceptions:

Page 11.17

ENGINE: 1

FUEL

NHRA-accepted racing gasoline only. Methanol mandatory in AA/AM & BB/AM. Methanol permitted in AA/AF, BB/AF, [AA/AT](#), [BB/AT](#), CC/AT, and DD/AT. Propylene oxide and nitrous oxide prohibited. See General Regulations 1:6.

Page 11.18

DRIVETRAIN: 2

CLUTCH, FLYWHEEL, FLYWHEEL SHIELD

Flywheel and clutch meeting SFI Spec 1.1, 1.2, 1.3, or 1.4 mandatory. Flywheel shield meeting SFI Spec 6.2 or 6.3 mandatory on all supercharged or turbocharged cars, or any car using an SFI Spec 1.2 clutch (3 or more discs) or an SFI Spec 1.3 or 1.4 clutch (2 discs max). [For AA/AF and BB/AF applications where an SFI 6.1, 6.2, 6.3, or 9.1 flywheel shield is not available, a shield made of ¼ inch minimum thickness steel plate is permitted. Shield must surround the flywheel/clutch/bell housing completely except for area of flywheel shield adjacent to differential and axle shaft. Shield may be multi-piece, with pieces securely bolted together using minimum 3/8-inch diameter Grade 5 or M10 class 8.8 bolts and nuts; must be attached to engine and/or OEM bell housing with a full complement \(all available engine bolt holes\) and be equipped with a full motor plate constructed of 1/8-inch thick steel or 6061-T6, 7075-T6 or 2024 T3 aluminum alloy plate with at least four additional 3/8-inch diameter Grade 5 or M10 class 8.8 bolts and nuts attaching the lower half of the flywheel shield flange to the motor plate with a maximum bolt spacing of seven inches. Shield must extend from the motor plate to at least 1-inch behind the clutch assembly.](#) Flywheel shield meeting SFI Spec 6.1 or 9.1 minimum mandatory on all other cars. Multi-stage lockup-type clutch prohibited. Clutch release must be manually operated by driver's foot: Electronics, pneumatics, hydraulics, or any other device may in no way affect the clutch operation. NHRA accepted physically challenged hand controls permitted. See General Regulations 2:3, 2:5, 2:6, 2:9.

TRANSMISSION, Automatic

Permitted in AA/A, AA/AM, AA/AT, BB/A, CC/A, BB/AM, BB/AT, CC/AT, DD/AT, A/AA through L/AA, AA/AF, BB/AF, B/SR, and C/SR. Cars with fully automatic transmissions with converter in A/AA may be 100 pounds under calculated class weight; classes B/AA through L/AA may be 250 pounds under calculated class weight; J/AA through L/AA may be 150 pounds under calculated class weight. CC/A with fully automatic transmission may deduct 225 pounds; Lenco-drive-type transmission may deduct 150 pounds. CC/A may be under posted minimum weight, maximum 50 pounds. Except as noted above, at no time, regardless of transmission, may a vehicle be under the minimum weight as stipulated under class designations. See Section [1240](#), Transmission, Automatic, for details.

TRANSMISSION, Manual

Permitted in AA/A, AA/AM, AA/AT, BB/A, CC/A, BB/AM, BB/AT, CC/AT, DD/AT, A/A through L/A, AA/AF, BB/AF, and A/SR. Classes A/AP and B/AP limited to planetary transmission with a maximum three forward speeds only. See Section [1240](#), Transmission, Manual, for details.

Page 11.19

FRAME: 4

ROLL CAGE

Mandatory. Chassis must be recertified every three years by NHRA and have serialized sticker affixed to roll cage before participation. All new chassis or at scheduled recertification must meet the following SFI Spec: AA/A through G/A, B/AA through G/AA, I/A through K/A, and I/AA through K/AA must meet SFI Spec 25.1E, 25.2, 25.3, 25.4, or 25.5 as applicable; open-bodied cars must meet SFI Spec 10.1E, 10.2, 10.3, or 10.4 as applicable. All others must conform to the SFI Spec for the body style used. ~~Roll cage padding meeting SFI Spec 45.1 mandatory anywhere driver's helmet may come in contact with roll cage components.~~ See General Regulations 4:4, 4:11, 10:6.

ROLL CAGE PADDING

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

Page 11.20

BODY: 7

BODY, Full-Bodied Cars

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

BODY, Roadsters

Roadster body accepted by NHRA mandatory. May be channeled maximum 10 inches. ~~Except as noted, may not be altered in height, width, length and contour. Streamlining, sectioning, or trimming bodies prohibited.~~ Open touring and roadster pickups permitted. Removable turtle decks may be repositioned. Cowl may extend forward in place of hood. Rear wing and/or spoiler permitted; adjustment during run prohibited. See General Regulations 7:1.

BODY, Street Roadsters

Must be pre-1937 roadster body accepted by NHRA. ~~Contact NHRA for accepted body list. Bodies may not be altered from accepted NHRA specifications.~~ Non-listed bodies not eligible for competition. Traditional hot-rod-type louvers permitted. May be incorporated into the hood and/or hood-side panels, lower third of the rearmost portion of the fenders, the rear deck lid and/or valance panel. Louvers prohibited in running boards or any other body panels not specified above. Contact NHRA for complete specifications on size and placement.

SPOILERS, Full-Fendered Cars

~~Original~~ OEM-type front spoilers permitted. Aftermarket spoiler not to exceed 30 inches forward of center of spindle. May not be higher than bottom of front bumper. Aftermarket rear spoiler may not be more than 4 inches above adjacent body surface. Maximum length 14 inches, measured from body line to spoiler transition point to tip. Maximum spill-plate length equal to spoiler length plus 2 inches. Maximum height of spill plate 6 inches; must be attached to spoiler so that a maximum 1 inch extends above the edge of spoiler. Any style rear wing and/or spoiler permitted on full-bodied cars running 180 mph or faster. Adjustment during run prohibited in AA/A, AA/AM, AA/AT, BB/A, CC/A, BB/AM, A/A, or A/AP; must be accepted by NHRA Technical department prior to competition.

SPOILERS, Street Roadsters

Aftermarket rear spoiler and/or wing permitted. Spoiler and/or wing mMay not be more than four inches above adjacent body surface or extend beyond width of car body or over fenders at mounting point. Maximum length: 14 inches, measured from body line/spoiler-transition point to tip. Molded-in spoilers prohibited. Adjustment during run prohibited.

WINGS

Permitted on open-wheel altered only. May be mounted to cage or frame. Adjustment during run prohibited. Maximum 750 square inches of wing area.

Page 11.23

DRIVER: 10

HELMET

For all closed-bodied cars, a full-face Snell M2000, M2005, M2010, K2005, SA2000, SA2005, SA2010, SFI 31.2A or 41.2A helmet mandatory; shield mandatory in cars 7.49 seconds or quicker (goggles prohibited).

For all front-engine, open-bodied, supercharged or turbocharged cars, a full-face Snell SA2000, SA2005, SA2010, or SFI 31.2A helmet and shield mandatory (goggles prohibited).

For all open-bodied naturally aspirated cars, a full-face Snell M2000, M2005, M2010, K2005, SA2000, SA2005, SA2010, SFI 31.2A or 41.2A helmet and shield mandatory (goggles prohibited). See General Regulations 10:7.

NECK COLLAR/HEAD AND NECK RESTRAINT DEVICE/SYSTEM

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

Beginning Jan. 1, 2012, head and neck restraint device/system mandatory in CC/A, BB/A, BB/AM, DD/AT, B/AP, C/A, C/AA, and AA/AF.

SECTION ~~12~~11E – ALTERED TRUCK

Page 11.24

Requirements and specifications for Altered Truck classes are the same as those for Comp - Section ~~12~~11 - with the following exceptions:

Page 11.25

DRIVETRAIN: 2

TRANSMISSION, Automatic

Permitted in PS/TA, B/TA, and C/TA. See Section [1240](#), Transmission, Automatic, for details.

TRANSMISSION, Manual

Permitted in PST, B/T, and C/T. See Section [1240](#), Transmission, Manual, for details.

Page 11.26

FRAME: 4

ROLL CAGE

Chassis must have manufacturer's name, serial number, and date of manufacture. Chassis must meet SFI Spec 25.1E. Plating of chassis prohibited; painting permitted. Chassis must be recertified every 3 years by NHRA and have serialized sticker affixed to roll cage before participation. ~~Roll cage padding meeting SFI Spec 45.1 mandatory anywhere driver's helmet may come in contact with roll cage components.~~ See General Regulations 4:4, 4:11, 10:6.

ROLL CAGE PADDING

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

Page 11.28

DRIVER: 10

HELMET

For all trucks, a full-face Snell M2000, M2005, M2010, K2005, SA2000, SA2005, [SA2010](#), SFI 31.2A, or 41.2A helmet mandatory; shield mandatory in vehicles 7.49 seconds or quicker (goggles prohibited). See General Regulations 10:7.

NECK COLLAR/HEAD AND NECK RESTRAINT DEVICE/SYSTEM

Neck collar meeting SFI Spec 3.3 mandatory. See General Regulations 10:8.

Beginning Jan. 1, 2012, head and neck restraint device/system mandatory in PST.

SECTION [1241F](#) – ECONO ALTERED

Page 11.29

Requirements and specifications for Econo Altered classes are the same as those for Comp - Section [1241](#) - with the following exceptions:

Page 11.30

DRIVETRAIN: 2

TRANSMISSION, Automatic

Permitted. See Section [1240](#), Transmission, Automatic, for details.

Page 11.31

FRAME: 4

ROLL CAGE

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Mandatory. Cars in A/EA must conform to SFI Spec 10.1E or 10.2 (open body), 25.1E, 25.2, or 25.3 (full body). Chassis must be recertified every three years by NHRA and have serialized sticker affixed to roll cage before participation. All new chassis or at scheduled recertification must meet the following SFI Spec: Full-bodied vehicles in B/EA through F/EA must meet SFI Spec 25.1E, 25.4, or 25.5 as applicable; open-bodied vehicles must meet SFI Spec 10.1E, 10.2, or 10.3 as applicable. All others must conform to the SFI Spec for the body style used. ~~Roll-cage padding meeting SFI Spec 45.1 mandatory anywhere driver's helmet may come in contact with roll cage components.~~ See General Regulations 4:4, 4:11, 10:6.

ROLL CAGE PADDING

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

Page 11.31

BODY: 7

BODY, Full-Bodied Cars

Must have coupe, sedan, or convertible body commercially available, NHRA accepted. Tops may be chopped and/or channeled, not to exceed 10 inches total height reduction. All bodies must originate from and resemble a production vehicle; may ~~Must not otherwise~~ be altered in height, width, length, and contour ~~etc except as noted.~~ For full-bodied econo altered, the maximum front end overhang for the 1994-1995 Chevrolet Lumina is 47.375 inches, 1994-1997 Pontiac Firebird is 50 inches, 1998-2002 Pontiac Trans Am/Firebird is 46.375 inches, and 1998-2002 Chevrolet Camaro is 46.25 inches. For all other applications, the maximum is 45 inches. Maximum front-end overhang is 45 inches. Streamlining, sectioning, or trimming bodies prohibited. At least two openings for driver entry/exit mandatory. Body setback on pre-1949 model year cars must not exceed 20 inches as measured from rear axle to center of original wheelwell location. Fiberglass bodies permitted. Door hinges on any lift-off door must have safety pins or locks.

BODY, Roadsters

Roadster body accepted by NHRA mandatory. May be channeled maximum 10 inches. ~~Except as noted, may not be altered in height, width, length, and contour. Streamlining, sectioning, or trimming bodies prohibited.~~ Open touring and roadster pickups permitted. Removable turtle decks may be repositioned. Cowl may extend forward in place of hood. Rear wing and/or spoiler permitted; adjustment during run prohibited. See General Regulations 7:1.

SPOILERS, Full-Fendered Cars

~~Original~~ OEM front spoilers permitted. Aftermarket spoiler not to exceed 30 inches forward of center of spindle. May not be higher than bottom of front bumper. Aftermarket rear spoiler may not be more than 4 inches above adjacent body surface. Maximum height of spill plate 6 inches; must be attached to spoiler so that a maximum 1 inch extends above the edge of spoiler. Maximum length 14 inches, measured from body line to spoiler transition point to tip. Any style rear wing and/or spoiler permitted on full-bodied cars running 180 mph or faster. Adjustment during run prohibited.

WING

2011 NHRA Rule Amendments

Permitted on open-wheel ~~eecone~~ altered only. ~~May~~**Must** be mounted ~~directly~~ to ~~roll~~ cage or frame ~~via plates and/or short brackets. Tube type or extended wing stands prohibited.~~ Adjustment during run prohibited. Maximum 750 square inches of wing area.

Page 11.34

DRIVER: 10

HELMET

For all closed-bodied cars, a full-face Snell M2000, M2005, M2010, K2005, SA2000, SA2005, SA2010, SFI 31.2A, or 41.2A helmet mandatory; shield mandatory in cars 7.49 seconds or quicker (goggles prohibited).

For all open-bodied cars, a full-face Snell M2000, M2005, M2010, K2005, SA2000, SA2005, SA2010, SFI 31.2A, or 41.2A helmet and shield mandatory (goggles prohibited). See General Regulations 10:7.

NECK COLLAR/HEAD AND NECK RESTRAINT DEVICE/SYSTEM

Neck collar meeting SFI Spec 3.3 mandatory. See General Regulations 10:8.

Beginning Jan. 1, 2012, head and neck restraint device/system mandatory in A/EA.

SECTION 1241G – SUPER MODIFIED

Page 11.34

Requirements and specifications for Super Modified classes are the same as those for Comp - Section 1241 - with the following exceptions:

Page 11.36

DRIVETRAIN: 2

TRANSMISSION, Automatic

Permitted in A/SMA, B/SMA, C/SMA, D/SMA, E/SMA, F/SMA, G/SMA, H/SMA, and I/SMA. Cars with automatic transmissions may remove 250 pounds from regular class weight. In no case may vehicle be more than 50 pounds under posted minimum weight for the class. See General Regulations 2:14. See Section 1240, Transmission, Automatic, for details.

TRANSMISSION, Manual

Permitted in A/SM, B/SM, C/SM, D/SM, E/SM, F/SM, G/SM, H/SM, and I/SM. See Section 1240, Transmission, Manual, for details.

Page 11.37

FRAME: 4

ROLL CAGE

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

ROLL CAGE PADDING

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

Page 11.40

DRIVER: 10

HELMET

For all cars, a full-face Snell M2000, M2005, M2010, K2005, SA2000, SA2005, [SA2010](#), SFI 31.2A, or 41.2A helmet mandatory; shield mandatory in cars 7.49 seconds or quicker (goggles prohibited). See General Regulations 10:7.

SECTION ~~12~~14H – PRO MODIFIED

Page 11.41

Requirements and specifications for Pro Modified classes are the same as those for Comp - Section ~~12~~14 & Pro Mod - Section 5 - with the following exceptions:

DESIGNATION

A/PM, AA/PM, preceded by car number.

Classes of competition within Pro Modified are for supercharged, methanol-burning, [turbocharged methanol or gasoline-burning](#), ~~or naturally aspirated or~~ nitrous-[assisted](#) ~~oxide-injected~~, gasoline-burning full-bodied cars. All entries must be self-starting with onboard starters.

CLASSES

A/PM - [Naturally aspirated or](#) nitrous-[assisted entries \(Unlimited cid\) – 2,425 pounds](#) ~~Normally aspirated, gasoline, nitrous oxide injection. Maximum 870 cubic-inch displacement or naturally aspirated, gasoline, without nitrous oxide, maximum 900 cubic-inch displacement; 2375-pound minimum weight.~~

AA/PM – Supercharged ([maximum 527 cid](#)) or Turbocharged ([maximum 541 cid](#)) [entries – 2,650 pounds, methanol. Maximum 527 cubic-inch displacement or](#) ~~turbocharged, gasoline or methanol, maximum 541 650 cubic-inch displacement; 2,650-pound minimum weight.~~

~~Must be a coupe, pickup truck, or sedan body style. Accepted nostalgia body styles (example: 1953 Studebaker, 1955-1957 Chevy and Buick, 1938 Chevy, and 1941 Willys) may deduct 25 pounds from minimum weight. All 1996 and earlier Corvettes run at posted class weights. All 2001 and later bodies (i.e., Chevrolet Cobalt, Cavalier, Corvette [1997 and later], Pontiac GTO, GXP, Grand Am, Dodge Stratus, Avenger, Vipers [all years], Ford Z-X2, Mustang, Mercury Cougar, Toyota Solara, etc.) add 25 pounds to the minimum weight. Turbocharged cars will be treated as supercharged cars in all other applicable sections.~~

ENGINE: 1

CARBURETOR

~~Any number and type of carburetors may be used.~~

CYLINDER HEADS

2011 NHRA Rule Amendments

~~Hemi, canted-valve, or wedge cast heads permitted. Billet heads permitted. All heads must be NHRA-accepted. Maximum one spark plug per cylinder. Maximum supercharged valve sizes: intake 2.400 inches; exhaust 1.900 inches.~~

ENGINE

~~Internal combustion, reciprocating, naturally aspirated, single-camshaft, 90-degree V-8 automotive-type engine. All engines must be NHRA-accepted. Nitrous-oxide-assisted entries are limited to~~

~~870 cubic inches with a maximum bore center of 5.300. Naturally aspirated entries are limited to 900 cubic inches with a maximum bore center of 5.300. Turbocharged entries are limited to 650 cubic inches with a maximum bore center of 5.000. Maximum bore center on supercharged billet hemi cylinder-head combinations is 4.900 inches, 5.000 inches on all other supercharged combinations. Engine must be equipped with a properly fitting lower engine ballistic/restraint device meeting SFI Spec 7.1 or an NHRA-accepted lower engine oil-retention device and belly pan. In AA/PM, a positive method (flange, lip, etc.) must be attached to the intake manifold or engine block to retain both the front and rear manifold to block gaskets in the event the engine crankcase/lifter valley becomes over-pressurized. The flange/lip must extend past the surface of the gasket and be contoured to closely fit the block and manifold surfaces to prevent the gasket(s) from extruding. See General Regulations 1:2.~~

ENGINE SETBACK

~~Maximum engine setback limited to 10 percent of wheelbase as measured from centerline of front spindle to center of front sparkplug hole.~~

FUEL

~~NHRA-accepted racing gasoline or methanol permitted. The use of propylene oxide is prohibited. See General Regulations 1:6.~~

FUEL SYSTEM

~~Fuel cell must have pressure cap and be vented to outside of body. Fuel cell meeting SFI Spec 28.1 mounted in front of radiator permitted; must be mounted between framrails and enclosed in a round tube frame, minimum 1 1/4-inch O.D. x .065-inch chromoly tubing. Extra tank(s) prohibited. Artificial cooling or heating systems (i.e., cool cans, ice, Freon, etc.) prohibited. Circulating systems, not part of normal fuel-pump system, prohibited. See General Regulations 1:5.~~

INDUCTION

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

INJECTOR SCOOP

~~Injector scoop may not extend more than 16 inches forward of the center of the forward engine cylinder, may not extend more than 10 inches behind the center of the rear engine cylinder, may not be higher than the top of the roof.~~

INTAKE MANIFOLD

~~An NHRA-accepted burst panel mandatory on all entries.~~

NITROUS OXIDE

~~Permitted in A/PM only. No bottle may be turned on until after burnout is completed. No inline valves accepted as bottle shutoff in staging lanes. Push systems accepted. HOBBS switch mandatory. Nitrous system must be activated by a wide-open throttle switch. All nitrous bottles must be stamped as meeting minimum DOT 1800 pound rating.~~

RADIATOR

~~Permitted. Electrically driven fan and water pump permitted.~~

SUPERCHARGER

~~Permitted in AA/PM only, standard or high-helix Roots-type mandatory. Screw-type supercharger prohibited. Manifold burst panel meeting SFI Spec 23.1 plus restraint system meeting SFI Spec 14.2 mandatory.~~

~~Maximum supercharger overdrive limit is 20.0 percent on all combinations.~~

~~Intercoolers, variable multispeed supercharger devices, turbocharger(s) prohibited in both classes. Nitrous oxide injection prohibited in AA/PM. OEM manufacturer's (cast) case mandatory; billet cases prohibited. The top opening may not exceed 11 inches in length or 5 inches in width. The maximum length from the front of the supercharger drive pulley to the leading edge of the rotor is 15 inches. Offset drive pulleys may not be used to add to the number listed above. All manifold configurations and supercharger modifications and locations must be accepted prior to competition. The use of spacers, modified cases, or attaching methods to move the supercharger rearward in excess of the specified amount is prohibited. The rotors must be driven from the front (both the external drive and the internal gearing). The entire inlet opening must be on/in the upper surface only. Any inlet/outlet cavity in front of the rotors is restricted to maximum 2.150 inches, measuring from the face of bearing plate to the back of the cavity. See General Regulations 1:10, 1:11.~~

TURBOCHARGER

~~Single turbo limited to 120mm; twin turbo limited to 91mm. Air-to-air or water-to-air intercoolers permitted on turbocharged vehicles.~~

DRIVETRAIN: 2

CLUTCH, FLYWHEEL, FLYWHEEL SHIELD

~~Flywheel and clutch meeting SFI Spec 1.3, 1.4, or 1.5, three-disc maximum, and flywheel shield meeting SFI Spec 6.3 mandatory. Maximum depth of flywheel shield: 8 5/8 inches. 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~~

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~~release clutches of any description prohibited. See General Regulations 2:3, 2:5, 2:6, 2:8.~~

DRIVELINE

~~May be modified or fabricated to fit altered units. Front-wheel-drive cars may be converted to rear-wheel drive. Driveshaft meeting SFI Spec 43.1 mandatory. 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.~~

REAR END

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

TRANSMISSION, Manual

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

BRAKES & SUSPENSION: 3

BRAKES

~~Automated brakes prohibited; application and release of brakes must be a function of the driver. Four-wheel hydraulic brakes mandatory. Brake lines must be out of flywheel and driveline area. Line-loc permitted on front wheels only. One line-loc solenoid, one button, only. Any other electrical, pneumatic, hydraulic, etc. switch prohibited in brake system. See General Regulations 3:1.~~

STEERING

~~Commercially available quick-disconnect steering wheel meeting SFI Spec 42.1 mandatory. Minimum steering-wheel diameter 11 inches. See General Regulations 3:3.~~

SUSPENSION

~~Full automobile production systems mandatory. Minimum one hydraulic shock absorber per wheel. Fabricated units permitted. Lightening of stock components prohibited. Rigid-mounted suspensions or straight front axles prohibited. Lockup shocks prohibited. See General Regulations 3:4.~~

WHEELIE BARS

~~Permitted. Maximum 104 inches as measured from centerline of rear-end housing to center of wheelie-bar wheel. Wheels must be non-metallic. See General Regulations 3:6.~~

FRAME: 4 BALLAST

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~~Permitted. Any ballast mounted on, or in front of, forward crossmember is limited to 30 pounds maximum, including bracket. Maximum length of bracket 12 inches, measured from the front of the crossmember. Maximum distance from front motor plate to front of bracket is 36 inches. Bracket may be constructed of either minimum 1 1/4-inch x .058-inch wall round chromoly tubing with minimum four (4) 3/8-inch-diameter SAE Grade 8 bolts for attachment, or of minimum 1/4-inch 6061-T6 aluminum plate with minimum four (4) 1/2-inch SAE Grade 8 bolts for attachment. Other designs for mounting weight forward of front crossmember must be NHRA accepted prior to use. All other weight bars, pucks, etc. must use minimum 1/2-inch diameter SAE Grade 8 bolts for attachment. See General Regulations 4:2.~~

ROLL CAGE

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

WHEELBASE

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

TIRES & WHEELS: 5

TIRES

~~May not extend outside body line. See General Regulations 5:1.~~

WHEELS

~~Rear wheels meeting SFI Spec 15.1 mandatory. Wheel discs or covers prohibited. See General Regulations 5:2.~~

INTERIOR: 6

WINDOW NET

~~Window net meeting SFI Spec 27.1 mandatory. See General Regulations 6:3.~~

BODY: 7

BELLY PAN

~~Permitted on all cars. Mandatory on vehicles utilizing non-SFI lower engine oil-retention device.~~

BODY

~~Both doors must be functional from inside and outside. One-piece or Funny Car-type bodies prohibited. Front overhang not to exceed 45 inches forward of the front spindle. If front overhang of selected body is less than the maximum of 45 inches, an NHRA-accepted extension may be added to reach the maximum length. Lightweight aftermarket replica body components permitted as long as same appearance is retained for body being used. No holes permitted in rear of body. Two hinged openings with total maximum of 120 square inches permitted. Maximum 1-inch rocker panel extensions~~

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~~and fender flares (lips) permitted. Lip may not extend beyond forward half of wheel opening. New car plans must be submitted to NHRA National Technical Director for design approval prior to body construction, along with three photos of completed body prior to painting.~~

FIREWALL

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

FLOOR

~~Replacing stock floors with .024-inch steel or .032-inch aluminum permitted. Replaced floors must be stock in appearance and location. Driver's-side floor pan must be steel and must be welded in place. Subfloors and/or bellypans prohibited. Magnesium interior panels prohibited. See General Regulations 7:5.~~

HOOD & HOOD SCOOP

~~Permitted, one opening only. May not extend more than 14 inches above height of original hood surface as measured from base of hood scoop. Must be finished and painted to follow body paint scheme. Sensors, transducers, vents, wiring, hoses, etc. prohibited inside hood scoop. A minimum of four fasteners must be used on the leading edge of all lift-off hoods.~~

WHEELWELLS

~~Rear wheelwells must be separate for each tire. Maximum height of rear wheel tubs from ground, 38 inches.~~

WINDSHIELD, WINDOWS

~~Full windows mandatory, 1/8-inch polycarbonate material permitted. Windows must be closed; need not be operative. Cutting and/or notching windshield permitted if covered by hood and/or scoop. Minimum 4-inch-diameter opening on side windows of all entries mandatory. See General Regulations 7:8.~~

WING

~~Rear wing or spoiler must be accepted by NHRA Technical Department prior to competition.~~

ELECTRICAL: 8

IGNITION

~~Maximum one magneto or distributor, maximum one spark plug per cylinder. Magneto systems are limited to a single 44-amp maximum output system. The use of microprocessor or battery-dependent ignition systems is prohibited on supercharged entries. The use of MSD 7531 unit is permitted on nitrous-assisted entries. See General Regulations 8:3.~~

SUPPORT GROUP: 9

FIRE EXTINGUISHER SYSTEM

~~Minimum 20-pound NHRA-accepted fire extinguishing system mandatory. System must be divided so that a minimum of 15 pounds is directed into engine compartment by means of nozzled outlets placed in front of each bank of exhaust headers. Remaining 5 pounds or more should be dispersed in driver compartment by means of an atomizing~~

~~nozzle placed at driver's feet. Must be installed per manufacturer's specifications. Fire bottle activation cables must be installed inside framerail where cables pass engine/bellhousing area. See General Regulations 9:3 for NHRA-accepted fire extinguishing agents.~~

~~DRIVER: 10~~

~~DRIVER~~

~~Must be in stock location.~~

~~HELMET~~

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

~~NECK COLLAR/HEAD AND NECK RESTRAINT DEVICE/SYSTEM~~

~~Head and neck restraint device/system mandatory. See General Regulations 10:8.~~

~~PROTECTIVE CLOTHING~~

~~Driver's suit meeting SFI Spec 3.2A/20, SFI 3.3/20 gloves and SFI 3.3/20 boots mandatory in AA/PM. Driver's suit meeting SFI Spec 3.2A/15, SFI 3.3/15 gloves and SFI 3.3/15 boots mandatory in A/PM. An SFI 3.3 head sock or SFI 3.3 skirted helmet is required on all cars 7.49 and quicker, where a neck collar is not used. See General Regulations 10:10.~~

SECTION ~~13~~¹² – TOP ALCOHOL DRAGSTER

Page 12.4

ENGINE: 1

SUPERCHARGER

2nd paragraph

Screw-type superchargers must meet SFI Spec 34.1 and be reinspected by the manufacturer every three years. Manifold burst panel meeting SFI Spec 23.1 (in addition to panel in supercharger) plus restraint system meeting SFI Spec 14.21 mandatory. Billet cases prohibited. Supercharger restraint straps must be covered with a fire-resistant material. The blower restraint straps and fuel lines must be installed such that when the restraint straps are fully extended no load is placed on any of the fuel lines.

Page 12.5

BRAKES & SUSPENSION: 3

BRAKES

Automated brakes prohibited: Application and release of brakes must be a function of the driver. Dual spots or equivalent oval pucks mandatory; minimum two rear-wheel hydraulic disc brakes. Carbon-fiber brake rotors used in conjunction with carbon-fiber specific brake pads mandatory; all other materials prohibited. Hand brake, if used, must be located inside body or driver compartment. Steel brake lines mandatory. NHRA accepted fireproof brake line covering mandatory on all flexible connection lines. A current list of NHRA-accepted fireproof brake line coverings is available on NHRA.com. Brake lines passing engine or blower drive must be shielded. Hand brake handle must be constructed of minimum 5/16-inch thick aluminum. See General Regulations 3:1.

Page 12.7

FRAME: 4

PARACHUTE

Dual parachutes mandatory. Two separate shroud line mounting points mandatory with sleeved 1/2-inch-minimum grade 8 steel bolts with self-locking nuts. Shroud line mounting brackets must be constructed of minimum 3/16-inch 4130 steel. A NHRA-accepted parachute tether(s) must be routed through each shroud line end loop and be attached using the rear end mounting bolts on each side. NHRA-accepted parachute tether(s): Amick Race Car Restraints part number PARA-101REV1. See REAR WINGS & SUPPORTS. See General Regulations 4:8.

ROLL CAGE

Chassis must meet SFI Spec 2.1 (rear-engine cars), 10.1E (front-engine, driver in front of rear end) or SFI Spec 2.2B (front-engine, driver behind rear end). Plating of chassis prohibited; painting permitted. Chassis must be recertified yearly by NHRA and have serialized sticker affixed to frame before participation. ~~Roll-cage padding meeting SFI Spec 45.1 mandatory where driver's helmet may come in contact with roll-cage components. Additional padding, mounted on flat stock and fastened to the roll cage on both sides of the driver's helmet, mandatory. Additional padding must be NHRA-accepted (with manufacturer's name displayed), securely mounted using bolts or locking fasteners, and must include a flame-retardant covering. A current list of NHRA-accepted lateral head supports is available on NHRA.com.~~ All wiring must be external of the framerails; routing of cables, hydraulic, or pneumatic lines inside the chassis is permitted. Pressurization of framerails in lieu of air bottles is prohibited.

ROLL CAGE PADDING

Roll cage padding meeting SFI Spec 45.1 mandatory where driver's helmet may come in contact with roll cage components. Additional padding mounted on flat stock and fastened to the roll cage on both sides of the driver's helmet, mandatory. Additional padding must be NHRA-accepted (with manufacturer's name displayed), securely mounted using bolts or locking fasteners, and must include a flame-retardant covering. A current list of NHRA-accepted lateral head supports is available on NHRA.com. See General Regulations 4:11.

Page 12.8

BODY: 7

REAR WINGS & SUPPORTS

3rd paragraph

For all cars, an independent cable must be wrapped around each side of the main element of the rear wing and be connected to both ~~the~~ parachute release cables such that if the main element separates from the support or if either end of the main element is broken off, both ~~the~~ parachutes will automatically deploy. The cables must be wrapped around the main element on the outside of the support structure and be secured (i.e. taped, hardwired, etc.) to the main element to keep the cables from sliding on the wing.

Page 12.9

SUPPORT GROUP: 9

SHUTOFF DEVICE

Properly installed and operational Electrimotion Top Alcohol Dragster Shutoff Controller Kit (part number SB001TAD for blown applications, SB001AFD for injected nitro applications) [and Electrimotion Shutoff Receiver \(part number RF001\)](#) mandatory. The Electrimotion Top Alcohol Dragster Safety Shutoff Controller Kit must be properly installed per the manufacturer's instructions. Modification of or tampering with the Electrimotion Top Alcohol Dragster Safety Shutoff Controller Kit prohibited.

Page 12.10

DRIVER: 10

HELMET

For all cars, a full-face Snell SA2000, SA2005, [SA2010](#), or SFI 31.2A helmet and shield mandatory (goggles prohibited). Eject Helmet Removal System (Part # SDR 890-01-30) mandatory and must be installed per manufacturer instructions. See General Regulations 10:7.

SECTION ~~1413~~ – TOP ALCOHOL FUNNY CAR

Page 13.1

Requirements and specifications for Top Alcohol Funny Car are the same as those for Top Alcohol Dragster - Section ~~1312~~ - with the following exceptions:

Page 13.3

BRAKES & SUSPENSION: 3

BRAKES

Four-wheel disc brakes with dual master cylinder mandatory. Carbon-fiber brake rotors used in conjunction with carbon-fiber specific brake pads (front and rear) mandatory; all other materials prohibited. NHRA-accepted fireproof brake line covering mandatory on all (front and rear) flexible connection lines. A current list of NHRA-accepted fireproof brake line coverings is available on NHRA.com. [Hand brake handle must be constructed of minimum 5/16-inch thick aluminum.](#)

Page 12.7

FRAME: 4

PARACHUTE

Dual parachutes mandatory. Two separate shroud line mounting points mandatory with sleeved 1/2-inch-minimum grade 8 steel bolts [with self-locking nuts](#). Shroud line mounting brackets must be constructed of minimum 3/16-inch 4130 steel. [A NHRA-accepted parachute tether\(s\) must be routed through each shroud line end loop and be attached using the rear end mounting bolts on each side. NHRA-accepted parachute tether\(s\): Amick Race Car Restraints part number PARA-101REV1.](#) The parachute floor must be flat and may not extend more than 6 inches rearward or beyond the parachute pack, whichever is less. The measurement will be taken from the mounting point on the rear of the body. The use of a wicker prohibited. See General Regulations 4:8.

ROLL CAGE

Chassis must have manufacturer's name, serial number, and date of manufacture. Chassis must meet SFI Spec 10.1E.

~~Roll-cage padding meeting SFI Spec 45.1 mandatory where driver's helmet may come in contact with roll-cage components. Additional padding, mounted on flat stock and~~

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

ROLL CAGE PADDING

Roll cage padding meeting SFI Spec 45.1 mandatory where driver's helmet may come in contact with roll cage components. Additional padding mounted on flat stock and fastened to the roll cage on both sides of the driver's helmet, mandatory. Additional padding must be NHRA-accepted (with manufacturer's name displayed), securely mounted using bolts or locking fasteners, and must include a flame-retardant covering. A current list of NHRA-accepted lateral head supports is available on NHRA.com. See General Regulations 4:11.

Page 13.4

BODY: 7

BODY

1st paragraph

Any modification to body not expressly permitted in this Rulebook is prohibited. Any body that meets the Funny Car (Section ~~1746~~) body requirements in their entirety is acceptable for Top Alcohol Funny Car competition. These bodies must be run as they come from the NHRA-accepted molds. Any modification not expressly permitted in the Funny Car (Section ~~1746~~) body requirements is prohibited. Otherwise, for cars running at NHRA national events, body must be 1992 or later model year. On cars not running NHRA national events, body must be 1972 or later model year. All bodies must be an NHRA-accepted sports car, coupe, or sedan body of a type originally mass-produced by automobile manufacturer (domestic or foreign). Must have originally measured 63 inches wide or more at centerline of front and rear axle. Maximum body and/or roof width cannot exceed stock dimensions. Duplications of production bodies of fiberglass or carbon fiber permitted. Body may be lengthened or shortened. Front and rear contour of body must resemble same configuration and design for specific body used; holes for air passage prohibited.

5th paragraph

Body (hood) burst panel, minimum 288 square inches, mandatory on all screw-supercharger-equipped cars. Body burst panel must be secured with plastic screws and two NHRA-accepted body burst panel tethers ~~1/8-inch stainless steel wires~~, with body pad bolted with plate on both sides of panel. NHRA-accepted body burst panel tethers: Amick Race Car Restraints part number JF-101. Any new body designs or concepts must receive approval from NHRA prior to competition. Plans, drawings, pictures, etc. must be submitted to the NHRA Technical Department for approval. Body specifications may vary for certain exhibition vehicles; prior NHRA approval necessary. Underside of body, including any roof area and all the composite components such as timer boxes, etc., must be covered with SFI Spec 54.1 flame-retardant covering or coating. Must be applied according to the manufacturer's specifications and recommendations, and must be applied externally. All bolts and fasteners on body, windows, etc. must have button heads toward outside of body. All stiffeners must be placed on the inside of the body, whether on windows, spoiler, etc. Mounting trees for body may not be adjustable. The framing must be a permanent fixture, with no adjustments.

Page 13.7

SUPPORT GROUP: 9

SHUTOFF DEVICE

Properly installed and operational Electrimotion Top Alcohol Funny Car Shutoff Controller Kit (part number SB001TAFC) [and Electrimotion Shutoff Receiver \(part number RF001\)](#) mandatory. The Electrimotion Top Alcohol Funny Car Safety Shutoff Controller Kit must be properly installed per the manufacturer's instructions. Modification of or tampering with the Electrimotion Top Alcohol Funny Car Safety Shutoff Controller Kit prohibited.

SECTION ~~15~~14 – PRO STOCK MOTORCYCLE

Page 14.4

BRAKES & SUSPENSION: 3

SUSPENSION

Front suspension minimum size: 35mm for OEM-type, 34mm for accepted aftermarket items. Minimum travel: 1 1/2 inches [with rider sitting on motorcycle in normal riding position](#). Steering dampener mandatory. Rear suspension permitted.

Page 15.1

RIDER: 10

HELMET

Full-face M2000, M2005, M2010, K2005, SA2000, SA2005, [SA2010](#), SFI 31.2A, or 41.2A helmet with shield mandatory (goggles prohibited). Eject Helmet Removal System (Part # SDR 890-01-30) mandatory and must be installed per manufacturer instructions. See General Regulations 10:7.

SECTION ~~16~~15 – PRO STOCK

Page 15.1

DESIGNATION

2nd paragraph

Reserved for ~~2006~~2005 or later NHRA-accepted 2-door or 4-door coupe or sedan (domestic or foreign) production vehicles. Body, drivetrain, chassis, etc. may not be altered, modified, or relocated, except as outlined in Requirements & Specifications. Minimum weight at conclusion of run: 2,350 pounds, including driver. Minimum weight on the rear axle at conclusion of run: 1,090 pounds, including driver.

Page 15.4

DRIVETRAIN: 2

DRIVELINE

Driveshaft must meet SFI Spec 43.1. Front-wheel-drive cars must be converted to rear-wheel drive. Each end of driveshaft must have round 360-degree driveshaft loops within 6 inches of U-joints. Additionally, driveshaft must be covered by 360-degree tube, covering the front U-joint and extending rearward a minimum 12 inches. [Minimum thickness of tube is .050-inch chromoly or titanium](#). Driveshaft tube must utilize a minimum of four attachment points to the chassis, either bolted with minimum 5/16 SAE bolts or welded or 1/4-inch push/pull pins. See General Regulations 2:4.

Page 15.4

BRAKES & SUSPENSION: 3

BRAKES

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Automated brakes prohibited; application and release of brakes must be a function of the driver. Four-wheel hydraulic disc brakes mandatory. Carbon-fiber brake rotors used in conjunction with carbon-fiber specific brake pads mandatory on rear wheels, permitted on front wheels; all other materials prohibited. Brake lines must be out of flywheel and driveline area. Line-loc permitted on front wheels only, must be driver activated. Any other electrical, pneumatic, hydraulic, etc. switch prohibited in brake system. See General Regulations 3:1.

Page 15.5

FRAME: 4

ROLL CAGE

1st paragraph

Chassis must have manufacturer's name, serial number, and date of manufacture. Chassis must meet SFI Spec 25.1E. Plating of chassis prohibited; painting permitted. Chassis must be recertified yearly by NHRA and have serialized sticker affixed to roll cage before participation. ~~Roll cage padding meeting SFI Spec 45.1 mandatory anywhere driver's helmet may come in contact with roll cage components. Additional padding, mounted on flat stock and fastened to the roll cage on both sides of the driver's helmet, mandatory (effective March 11, 2010). Additional padding must be NHRA-accepted (with manufacturer's name displayed), securely mounted using bolts or locking fasteners, and must include a flame-retardant covering. A current list of NHRA-accepted lateral head supports is available on NHRA.com.~~

ROLL CAGE PADDING

Roll cage padding meeting SFI Spec 45.1 mandatory anywhere driver's helmet may come in contact with roll cage components. Additional padding mounted on flat stock and fastened to the roll cage on both sides of the driver's helmet, mandatory. Additional padding must be NHRA-accepted (with manufacturer's name displayed), securely mounted using bolts or locking fasteners, and must include a flame-retardant covering. A current list of NHRA-accepted lateral head supports is available on NHRA.com. See General Regulations 4:11.

Page 15.8

BODY: 7

SPOILERS

1st Paragraph

Rear spoiler ~~mandatory; length~~ maximum length 14 inches, minimum 12 inches, unless specified by body design. Spoiler will be measured from the body line/ ~~to~~ spoiler transition point to rear of spoiler. A 90-degree wicker is mandatory across the full width of the rear of spoiler. Minimum wicker height is 3/4-inch ~~minimum and 1-inch maximum~~. This measurement will be taken on the inside of the wicker. Wicker must be constructed of carbon fiber, aluminum, steel, or stainless steel with a minimum thickness of .050-inch. Wicker must be non-adjustable and permanently attached to the rear of the spoiler so it remains 90-degrees to the spoiler at all times during the run. Height of the wicker is not included in the total length of the spoiler measurement. Rear spoiler may not be molded into deck lid. All spoilers must ~~to~~ be painted to match paint scheme. Minimum angle of the rear spoiler may not be ~~No~~ lower than horizontal. Roof-mounted spoilers prohibited. Air foils prohibited. Any adjustment or movement during run prohibited.

Page 15.9

SUPPORT GROUP: 9

FIRE EXTINGUISHER SYSTEM

Fire extinguishing system must meet SFI Spec 17.1. 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. If fire bottle is mounted in front of the firewall, it must be connected to the nozzle system with a flexible steel braided line. All cars are required to have a pneumatic cylinder, pressurized by the fire system, that will activate the master kill switch and shut off the engine when fire system is activated. Minimum size - 5/8 inches. See General Regulations 9:3 for NHRA-accepted fire extinguishing agents.

Page 15.10

DRIVER: 10

HELMET

Full-face helmet meeting Snell M2000, M2005, M2010, SA2000, SA2005, SA2010, SFI 31.2A, or 41.2A mandatory; shield mandatory (goggles prohibited). Eject Helmet Removal System (Part # SDR 890-01-30) mandatory and must be installed per manufacturer instructions. See General Regulations 10:7.

SECTION 17~~16~~ – FUNNY CAR

Page 16.2

ENGINE: 1

~~FORCED INDUCTION~~ SUPERCHARGER

FUEL SYSTEM

Fuel gauge lines in the driver compartment must be steel-braided with steel fittings. Fuel cells permitted. Pressurized fuel tanks prohibited. Fuel tank vent, maximum 1-inch-diameter hole in front of body to vent fuel tank outside of body, to help prevent fire from being drawn into tank through vent. Maximum two fuel pumps. ~~Electronic or electrically controlled fuel-system timers permitted.~~ All flexible fuel-pressure lines, with the exception of the hat nozzle lines, must be pressure tested and labeled. All testing must be hydrostatic for minimum 30 seconds at 750psi. Label must indicate date, PSI, and tester I.D. Labeling must be impervious to nitromethane and brake clean. All fuels other than nitromethane and methanol prohibited. Artificial cooling and/or heating of fuel prohibited. Nitromethane content restricted to 90 percent maximum. See General Regulations 1:6.

Page 16.4

BRAKES & SUSPENSION: 3

BRAKES

Automated and/or secondary braking systems prohibited: Application and release of brakes must be a function of the driver; electronics, pneumatics, or any other device may in no way affect or assist brake operation. Four-wheel hydraulic disc brakes with dual master cylinder mandatory. Carbon-fiber brake rotors used in conjunction with carbon-fiber specific brake pads (front and rear) mandatory; all other materials prohibited. Steel brake lines mandatory. NHRA-accepted fireproof brake-line covering mandatory on all (front and rear) flexible connection lines. A current list of NHRA-accepted fireproof brake line coverings is available on NHRA.com. Brake lines passing

engine or blower drive must be shielded. [Hand brake handle must be constructed of minimum 5/16-inch thick aluminum.](#) See General Regulations 3:11.

Page 16.4

FRAME: 4

PARACHUTE

Dual parachutes mandatory. Two separate shroud line mounting points mandatory with sleeved 1/2-inch-minimum grade 8 steel bolts [with self-locking nuts](#). Shroud line mounting brackets must be constructed of minimum 3/16-inch 4130 steel or titanium. Shroud lines must be covered with 1/16-inch-thick leather or NHRA-accepted material from mounting point into the pack. [A NHRA-accepted parachute tether\(s\) must be routed through each shroud line end loop and be attached using the rear end mounting bolt\(s\) on each side.](#) [NHRA-accepted parachute tether\(s\): Amick Race Car Restraints part number PARA-101REV1.](#) Two separate release cables mandatory. Parachute mounting box must be NHRA-accepted prior to competition. The parachute floor must be flat and may not extend more than 6 inches rearward or beyond the parachute pack, whichever is less. The measurement will be taken from the mounting point on the rear of the body. The use of a wicker prohibited. See General Regulations 4:8.

ROLL CAGE

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

ROLL CAGE PADDING

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

Page 16.6

TIRES & WHEELS: 5

WHEELS

Front wheels meeting SFI Spec 15.2 mandatory. Beadlock 16-inch rear wheels meeting SFI Spec 15.3 mandatory, [beginning Jan. 1, 2012 rear wheels meeting SFI Spec 15.4 mandatory](#); inner bead minimum 14 3/4 inches (+/- 1/8-inch). Any modifications and/or lightening, unless performed by the manufacturer, prohibited. Must be completely isolated from driver compartment. Wire wheels prohibited. Rear-wheel discs or covers

prohibited. Wheels must conform to applicable tire- manufacturer requirements. Any modifications and/or lightening prohibited. Titanium wheel studs prohibited.

Page 16.8

BODY: 7

BODY

4th paragraph

Bodies must be equipped with a front-release handle. Handle must be fabricated from round tube maximum 1 1/4 O.D. with a flange welded to the end of the tube. Maximum flange size: 5 1/2 inches wide by 3 1/2 inches tall. Front-release handle must be NHRA-accepted prior to use. No part of the front-release handle may extend forward of the front lip on the body. Bodies must be removable from a rear-release mechanism that must be accessible in the taillight panel area. The rear-release mechanism must be the pin-and-cable type with capability to remove body without pulling pin. The mechanism must be unobstructed and easily visible and not located within 3 inches of any other opening. Release handle must be colored red and of T-handle design with a minimum measurement of 3 inches in length. Contact NHRA Technical Services Department for acceptable design, operation, and installation.

5th paragraph

Body (hood) burst panel, minimum 288 square inches, mandatory. Body burst panel must be secured with plastic screws and two NHRA-accepted body burst panel tethers ~~1/8-inch stainless steel wires~~, with body pad bolted with plate on both sides of panel. NHRA-accepted body burst panel tethers: Amick Race Car Restraints part number JF-101. Taping of body burst panel permitted along front leading edge only, all other sides prohibited. Any new body designs, plans, pictures, specifications, or concepts must be submitted to the NHRA Technical department on or prior to Nov. 15 of the preceding year. All new body designs or concepts must receive final approval from NHRA on or prior to Dec. 15 of the preceding year or shall be deemed disapproved. Body specifications may vary for certain exhibition vehicles; prior NHRA approval necessary. Underside of body, including any roof area and all the composite components such as timer boxes, etc., must be covered with SFI Spec 54.1 flame-retardant covering or coating. Must be applied according to the manufacturer's specifications and recommendations, and must be applied externally. All bolts and fasteners on body, windows, etc. must have button heads toward outside of body. All stiffeners must be placed on the inside of the body, whether on windows, spoiler, etc. Mounting trees for body may not be adjustable. The framing must be a permanent fixture, with the exception of vertical mounts, which can be adjustable for necessary vertical body positioning.

Page 16.11

ELECTRICAL: 8

ELECTRICAL COMPONENTS

Electrical and electronic components are restricted to ignition systems, data recorders, electrical gauges or indicators, automated fire extinguisher, fuel system ~~timers~~, clutch control ~~timers~~, and engine-shutoff system components only. The use of electrical/electronic timers to control pneumatic fuel-system valves, and/or electric fuel control solenoid valves, and/or clutch control valves is permitted. Functions of fuel timers, clutch timers, and ignition system must be initiated by wide-open throttle switch only.

Page 16.12

SUPPORT GROUP: 9

COMPUTER/DATA RECORDER

Ride height sensors permitted; may only be connected to data recorder. Data recorders permitted; must be NHRA-accepted. Accepted systems: Racepak [Pro III](#), Pro II, Pro 1B, and Pro I. Data recorder may be used in conjunction with manufacturer's digital dash display. See General Regulations 9:1, 9:2.

FIRE EXTINGUISHER SYSTEM

1st paragraph

Fire extinguishing system must meet SFI Spec 17.1. Minimum 20- pound or more NHRA-accepted fire extinguishing system mandatory. System must be divided so that a minimum of 15 pounds is directed into engine compartment by means of nozzled outlets placed in front of each bank of exhaust headers. Remaining 5 pounds or more should be dispersed in driver compartment by means of an atomizing nozzle placed at driver's feet. Must be installed per manufacturer's specifications with all gauges clearly visible. Fire bottle activation cables must be installed inside framerail where cables pass engine/bellhousing area. [Fire bottle mounting brackets must be constructed of aluminum or steel](#). Carbon-fiber bottles prohibited.

SHUTOFF DEVICE

Properly installed and operational Electrimotion Funny Car Safety Shutoff Controller Kit (part number SB001FC [or SB002FC](#)) and Electrimotion Shutoff Receiver (part number RF001) mandatory. The Electrimotion Funny Car Safety Shutoff Controller Kit must be installed per the manufacturer's instructions. Modification of or tampering with the Electrimotion Funny Car Safety Shutoff Controller Kit prohibited.

Page 16.13

DRIVER: 10

HELMET

Full-face helmet meeting Snell SA2000, SA2005, [SA2010](#), or 31.2A with shield mandatory. Eject Helmet Removal System (part number SDR 890-01-30) mandatory and must be installed per manufacturer instructions. See General Regulations 10:7.

PROTECTIVE CLOTHING

Driver's suit meeting SFI Spec 3.2A/20, ~~gloves~~ [SFI Spec 3.3/20 gloves](#), ~~boots~~ [SFI Spec 3.3/20 boots](#), ~~and head-sock~~ [SFI Spec 3.3 head sock, and SFI Spec 3.3/10 helmet skirt](#) mandatory. All jacket/~~and~~pants or ~~driver~~ suits ~~that~~ meeting [SFI Spec 3.2A/20](#) must be recertified on a five-year interval. ~~A head-sock is not mandatory when helmet is manufactured with a skirt and labeled as meeting SFI Spec. 3.3.~~ Fresh air breathing system mandatory. System must be manufactured and installed by the original helmet manufacturer or with written authorization of the original helmet manufacturer. Helmet must meet applicable SFI and/or Snell specs with fresh air system installed. Compressed air only. Air can be supplied on demand or by constant pressure. See General Regulations 10:10.

SECTION [1817](#) – TOP FUEL

Page 17.2

ENGINE: 1

~~FORCED INDUCTION~~ SUPERCHARGER

FUEL SYSTEM

Fuel lines must be isolated from driver compartment by a subfloor or housing when engine is located in rear and fuel tank is in front of driver. Fuel gauge lines in the driver compartment must be steel braided with steel fittings. Pressurized fuel tanks prohibited. Fuel tanks must be mounted above bottom framerail. No fuel may be routed through any frame member on any car. Fuel cells permitted. Maximum two fuel pumps. ~~Electronic or electrically-controlled fuel-system timers permitted.~~ All fuels other than nitromethane and methanol prohibited. Artificial cooling and/or heating of fuel prohibited. Nitromethane content restricted to 90 percent maximum. Fuel-pump inlet must be of double-barb design. All fuel-inlet fittings must be double-barb or double-bead design and secured with double clamps. Fuel block, down nozzle, and manifold nozzle lines must be located so as to be clear of exit air pressure from manifold burst panel. All flexible fuel-pressure lines, with the exception of the hat nozzle lines, must be pressure tested and labeled. All testing must be hydrostatic for minimum 30 seconds at 750psi. Label must indicate date, PSI, and tester I.D. Labeling must be impervious to nitromethane and brake clean. See General Regulations 1:6.

Page 17.4

BRAKES & SUSPENSION: 3

BRAKES

Automated and/or secondary braking systems prohibited: Application and release of brakes must be a function of the driver; electronics, pneumatics, or any other device may in no way affect or assist brake operation. Dual spots or equivalent oval pucks mandatory; minimum two rear-wheel hydraulic disc brakes. Carbon-fiber brake rotors used in conjunction with carbon-fiber specific brake pads mandatory; all other materials prohibited. Hand brake, if used, must be located inside body or driver compartment. Steel brake lines mandatory. NHRA-accepted fireproof brake-line covering mandatory on all flexible connection lines. A current list of NHRA-accepted fireproof brake line coverings is available on NHRA.com. Brake lines passing engine or blower drive must be shielded. Hand brake handle must be constructed of minimum 5/16-inch thick aluminum. See General Regulations 3:11.

Page 17.6

FRAME: 4

PARACHUTE

Dual parachutes mandatory. Two separate shroud line mounting points mandatory with sleeved 1/2-inch-minimum grade 8 steel bolts with self-locking nuts. Shroud line mounting brackets must be constructed of minimum 3/16-inch 4130 steel or titanium. Shroud lines must be covered with 1/16-inch-thick leather or NHRA-accepted material from mounting point into the pack. A NHRA-accepted parachute tether(s) must be routed through each shroud line end loop and be attached using the rear end mounting bolts on each side. NHRA-accepted parachute tether(s): Amick Race Car Restraints part number PARA-101REV1. Two separate release cables mandatory. See WINGS & SUPPORTS. See General Regulations 4:8.

ROLL CAGE

2011 NHRA Rule Amendments

Chassis must have manufacturer's name, serial number, and date of manufacture. Chassis must meet SFI Spec 2.3N (rear-engine cars). Plating of chassis prohibited; painting permitted. Chassis must be recertified yearly by NHRA and have serialized sticker affixed to frame before participation. ~~Roll cage padding meeting SFI Spec 45.1 mandatory anywhere driver's helmet may come in contact with roll cage components. Additional padding, mounted on flat stock and fastened to the roll cage on both sides of the driver's helmet, mandatory. Additional padding must be NHRA-accepted (with manufacturer's name displayed), securely mounted using bolts or locking fasteners, and must include flame-retardant covering. A current list of NHRA-accepted lateral head supports is available on NHRA.com.~~ Cars without crossmember above driver's legs must have a strap or device to prevent legs from protruding outside chassis. All wiring must be external of the framerails; routing of cables and hydraulic or pneumatic lines inside the chassis is permitted. Pressurization of framerails in lieu of air bottles is prohibited.

ROLL CAGE PADDING

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

Page 17.7

TIRES & WHEELS: 5 WHEELS

Front wheels meeting SFI Spec 15.2 mandatory. Beadlock 16-inch rear wheels meeting SFI Spec 15.3 mandatory, beginning Jan. 1, 2012 rear wheels meeting SFI Spec 15.4 mandatory; inner bead minimum 14 3/4 inches (+/- 1/8-inch). Wire wheels prohibited. Rear-wheel discs or covers prohibited. Wheels must conform to applicable tire-manufacturer requirements. Minimum diameter on front wheels 17 inches. Any modifications and/or lightening prohibited. Titanium wheel studs prohibited.

Page 17.8

BODY: 7 REAR WINGS & SUPPORTS 3rd paragraph

For all cars, an independent cable must be wrapped around each end of the main element of the rear wing and be connected to both the parachute release cables such that if the main element separates from the support structure or if either end of the main element is broken off, both the parachutes will automatically deploy. The cables must be wrapped around the main element on the outside of the support structure and be secured (i.e. taped, hardwired, etc.) to the main element to keep the cables from sliding on the wing.

5th paragraph

Beginning Jan. 1, 2012 front wing must meet SFI Spec 49.2. Front-wing element(s) maximum width 63 inches total. Total width of front wing, including spill plates, maximum 66.5 inches. Maximum 1-inch offset from vehicle centerline.

Page 17.8

ELECTRICAL: 8

ELECTRICAL COMPONENTS

Electrical and electronic components are restricted to ignition systems, data recorders, electrical gauges or indicators, automated fire extinguisher, fuel ~~system timers~~, clutch ~~control timers~~, and engine-shutoff system components only. The use of electrical/electronic timers to control pneumatic fuel-system valves, and/or electric fuel control solenoid valves, and/or clutch control valves is permitted. Functions of fuel timers, clutch timers, and ignition system must be initiated by wide-open throttle switch only.

Page 17.9

SUPPORT GROUP: 9

COMPUTER/DATA RECORDERS

Data recorders permitted; must be NHRA-accepted. Accepted systems: Racepak [Pro III](#), Pro II, Pro 1B, and Pro I. Data recorder may be used in conjunction with manufacturer's digital dash display. Ride height sensors permitted; may only be connected to data recorder. See General Regulations 9:1, 9:2.

SHUTOFF DEVICE

Properly installed and operational Electrimotion Top Fuel Safety Shutoff Controller Kit (part number SB001TF [or SB002TF](#)) and Electrimotion Shutoff Receiver (part number RF001) mandatory. The Electrimotion Top Fuel Safety Shutoff Controller Kit must be installed per the manufacturer's instructions. Modification of or tampering with the Electrimotion Funny Car Safety Shutoff Controller Kit prohibited.

Page 17.10

DRIVER: 10

HELMET

Full face helmet meeting Snell SA2000, SA2005, [SA2010](#), or 31.2A mandatory with shield. Eject Helmet Removal System (Part # SDR 890-01-30) mandatory and must be installed per manufacturer instructions. See General Regulations 10:7.

PROTECTIVE CLOTHING

Driver's suit meeting SFI Spec 3.2A/~~2015~~, ~~gloves~~ [SFI Spec 3.3/2015 gloves](#), ~~boots/shoes~~ [SFI Spec 3.3/15 boots/shoes](#), ~~and head sock~~ [SFI Spec 3.3 head sock, and SFI Spec 3.3/10 helmet skirt](#) mandatory. All jacket/pants or suits meeting ~~for~~ SFI Spec ~~3.2A/15 or~~ 3.2A/20 must be recertified on five-year interval. ~~A head sock is not mandatory when helmet is manufactured with a skirt labeled as meeting SFI Spec. 3.3.~~ See General Regulations 10:10.

~~SECTION 18 – JET-POWERED DRAGSTER & FUNNY CAR~~

~~Although an all-out competitive category does not exist for jet-powered thrust vehicles, such vehicles are a popular feature at many NHRA member tracks. Strictly enforced performance limits are in effect: dragsters, 320 mph; Funny Cars, 305 mph.~~

~~ENGINE: 1~~

~~AFTERBURNER-TAILPIPE~~

2011 NHRA Rule Amendments

~~For butts, seams must be on bottom; overlap seam placement will be at the discretion of the technical inspector. Dump valve on afterburner manifold mandatory; valve to be actuated with primary chute lever (to prevent shutoff smoke).~~

AIR INTAKE

~~All air intakes must be totally and securely screened (1/8-inch minimum, 3/8-inch maximum or equivalent). Such screening must be securely attached to the engine.~~

CATCH CAN

~~Fuel overflow catch tanks of sufficient capacity to accommodate excess fuel on shutdown and adequate tank venting (approximately 1 quart) required on all vehicles. Use of hose clamps or tie wraps prohibited.~~

CONTROL CABLES

~~Manual afterburner control valve cable, minimum 3/16-inch. Electronic control accepted. Fuel control cable must be minimum 3/16-inch. Must have secondary shutoff on main fuel line. Emergency shutoff on burner shutoff line mandatory. Emergency shutoff on manually controlled afterburner system mandatory.~~

ENGINE

~~Maximum of one thrust-driven engine permitted. Engine attitude must have down thrust; minimum negative 1-degree angle. No internal modifications permitted. All engines must be run within manufacturer's maximum limits. Engine make, type, and model must be NHRA-accepted. Current engines are J-33, J-34, J-60 (JT-12), J85-5 (CJ-610), and Rolls Royce Viper 522 & 622. Any other engines must be accepted prior to running.~~

FILTER

~~Filter on hot streak inlet mandatory.~~

FUEL

~~Approved jet type fuel only (Jet A, Jet A-1, kerosene, diesel). Only diesel fuel additives permitted. Separate water and methanol injection systems permitted. Racing gasoline permitted for starting purposes only.~~

FUEL TANK

~~Maximum 30 gallons. Must be securely mounted to frame, with appropriate baffling (welded or equivalent). If pressurized, tank must be round. Mechanism to release fuel tank pressure mandatory. If electrical device, switch must be "normally open" type. Fuel line(s) may not be routed inside framerail.~~

INSTRUMENTS

~~All instruments, gauges, and metering devices must be fully functional. The following instruments must be visible from the cockpit of each vehicle: tachometer (percent of rpm); exhaust gas temperature gauge (EGT); oil pressure gauge/light (taken off pump outlet housing).~~

BRAKES & SUSPENSION: 3: 3

BRAKES

~~Galiper type disc brakes required on all four wheels. Two separate hydraulic systems required; may be front/rear or double system.~~

SUSPENSION

~~Functional front and rear suspension optional. Rear shocks, if used, must be installed in such a manner as to retain integrity of suspension in case of failure.~~

FRAME: 4

GROUND CLEARANCE

~~Minimum 3 inches from front of car to 12 inches behind centerline of front axle, 4 inches for remainder of car.~~

PARACHUTES

~~Dual parachutes mandatory. Primary parachute must be on a control system that will shut off engine when parachute is released. Secondary parachute must be used as an independent backup system with engine shutdown capabilities (secondary fuel shutoff bypass valve on main fuel line to work with secondary parachute). Must have at least two ways to positively shut off jet engine.~~

~~Parachute mount must be substantially bolted and/or welded in place. Minimum parachute connection spool diameter: 1 inch. Funny Cars required to have a minimum 10-foot bridle cord to attach pilot parachute. Chutes and shroud lines must be mounted in such a position as to be protected from tailpipe heat. All unpacked shroud lines must be covered with 1/16-inch leather or NHRA-accepted material (silver tape prohibited). Steel, aluminum, or carbon-fiber parachute tubes only. Parachute packs prohibited.~~

ROLL CAGE

~~Dragster chassis must meet SFI Spec 2.1; Funny Car chassis must meet SFI Spec 2.2B, 2.1, or 10.1E. Plating of chassis prohibited; painting permitted. Chassis must be recertified every two years by NHRA and have serialized sticker affixed to frame before participation. Absolutely no motorcycles or three-wheeled vehicles will be considered for this program. Roll-cage padding meeting SFI Spec 45.1 mandatory anywhere driver's helmet may come in contact with roll-cage components.~~

WEIGHT

~~Minimum 1,250 pounds; maximum 2,500 pounds. All weights include driver and fuel.~~

WHEELBASE, DRAGSTER

~~Minimum 180 inches; maximum 300 inches.~~

WHEELBASE, FUNNY CAR

~~Minimum 125 inches; maximum 135 inches.~~

TIRES & WHEELS: 5

TIRES

~~Tires to be automotive type represented by manufacturer for racing use. Minimum front-wheel diameter on jet Funny Cars, 14 inches.~~

INTERIOR: 6

SHEET METAL

~~All sheet metal within driver compartment must be aluminum or steel; magnesium prohibited.~~

BODY: 7

BODY, Funny Car

~~Driver must be isolated from engine compartment and fuel system with minimum 3/16-inch Lexan. Firewall must provide a bulkhead between the engine or fuel tank and driver compartment. All openings must be sealed with metal. Minimum .032-inch 6061 T6 aluminum or .024-inch steel; use of magnesium prohibited. Must have at least one way to easily and quickly exit the car with the body down (roof hatch or removable windshield), with release operable from inside and outside of vehicle. Exit from car with body down must be demonstrated during the inspection process. Rear spoiler recommended for vehicle stability.~~

SUPPORT GROUP: 9

FIRE EXTINGUISHER SYSTEM

~~Funny Cars: minimum 10-pound, NHRA-accepted fire extinguisher system. Enclosed cockpit dragsters: Minimum 5-pound, NHRA-accepted fire extinguisher system. See General Regulations 9:3 for NHRA-accepted fire extinguishing agents. The release of onboard fireworks is prohibited.~~

DRIVER: 10

ARM RESTRAINTS

~~Mandatory. See General Regulations 10:3.~~

CREDENTIALS

~~Valid NHRA jet license mandatory. Applicant must be minimum 18 years of age. Licensing is on an individual basis through the NHRA Technical Services Department. Contact NHRA Technical Services Department for more information, and see General Regulations 10:4.~~

DRIVER LOCATION

~~Driver must be sealed off from intake by firewall of at least shoulder height. If located next to compressor section, driver must be totally isolated from compressor by 3/8-inch 7075-T6 aluminum shield. J-85 Funny Cars must be additionally equipped with a minimum 360-degree .050-inch stainless steel shield encompassing combustion and combustion can. If driver is located near hot section, insulation must be used to protect driver from engine heat.~~

DRIVER RESTRAINT SYSTEM

~~Three-inch driver restraint system meeting SFI Spec 16.1, including crotch strap, mandatory. Restraint system must be updated at two-year intervals from date of manufacture. See General Regulations 10:5.~~

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 an 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.~~

HELMET

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

PROTECTIVE CLOTHING

~~Drivers of dragsters must wear a suit meeting SFI Spec 3.2A/15 with SFI 3.3/15 gloves and SFI 3.3/15 boots. Drivers of Funny Cars must wear a suit meeting SFI Spec 3.2A/20 with SFI 3.3/20 gloves and SFI 3.3/20 boots. Head sock 3.3 mandatory. A head sock is not mandatory when helmet is manufactured with a skirt and labeled as meeting SFI Spec. 3.3. See General Regulations 10:10.~~

SECTION 19 – ~~OTHER~~ EXHIBITION VEHICLES

Page 19.1

The NHRA exhibition vehicle program encompasses the following vehicles: jet-powered dragsters and Funny Cars, wheelstanders, jet trucks, fuel motorcycles, V-8 powered motorcycles, diesel trucks, special fuel, and nitro Harley Davidson' ~~historic nostalgia vehicles~~. All ~~NHRA~~ rules from the NHRA Rulebook apply to these vehicles. Additionally, an Exhibition Vehicle Rulesbook Supplement is available on NHRA.com or from the NHRA Technical Services Department for each of these categories.

Anyone considering construction of a vehicle for one of these categories must submit renderings and designs to the NHRA Technical Services Department. Concepts will be analyzed on an individual basis by the NHRA Exhibition Committee and criteria will be established for concepts gaining NHRA acceptance.

As not all concepts are accepted, proposals and inquiries should be forwarded to the NHRA Technical Services Department before beginning construction.

SECTION 20 – GENERAL REGULATIONS

Page 20.14

BRAKES & SUSPENSION: 3

3:1 BRAKES

Brakes on each car, regardless of class, must be in good working order with two-wheel hydraulic brakes on rear wheels as a minimum requirement. Four-wheel hydraulic brakes are recommended, or as specified under Class Requirements. Lightening of backing plates, brake drums, and/or brake shoes by cutting or trimming metal prohibited. Cooling or lightening holes may not be drilled in cast iron disc brake rotors. Aluminum rotors prohibited. If hand brake is used, brake handle must be inside car body or driver compartment and connected to footbrake. Brake lines must be steel, steel braided, or DOT-approved flexible and routed outside the framerail, or enclosed in a 16-inch length of 1/8-inch minimum wall thickness steel tubing securely mounted where line(s) pass the flywheel bellhousing area and not routed in the driveline tunnel. All brake lines must be attached to chassis as per OEM style; hoses must have mounting brackets; no tie wraps, tape, etc. All brake lines on any rear-engine car must be protected inside of tubing or be braided steel construction where they pass the engine. All pedals must be covered with non-skid material. Secondary braking systems are permitted as long as the hand brake and foot brake are connected such that any movement of either engages both master cylinders and all calipers. ~~Automated and/or secondary braking systems prohibited.~~ NHRA-accepted hand controls for the physically

challenged permitted. [Automated braking systems prohibited](#); application and release of brakes must be a direct function of the driver; electronics, pneumatics, or any other device may in no way affect or assist brake operation. NHRA-accepted mechanical ABS systems permitted in all classes; contact NHRA Technical Department headquarters. If brake system includes a differential pressure switch, line-loc installed on front brakes must have solenoid installed after the differential switch. All line-locs (electric or hydraulic) must be self-returning to normal brake operating mode.

Page 20.17

FRAME: 4

4:8 PARACHUTES

If outlined in Class Requirements, it is mandatory to have a braking parachute produced by a recognized drag racing parachute manufacturer. Tech inspectors may observe the proper operation of the parachute and inspect for worn or frayed shroud lines, ripped or dirty canopies, and worn or ragged pilot chutes. Parachute cable housings should be mounted solidly to frame tube or other suitable member no farther back than 1 inch. The release housing must be attached within 12 inches of the parachute pack and in a manner that will allow the inner cable to release the parachute. When supercharged or using nitromethane as a fuel, it is mandatory that the parachute pack and unpacked shroud lines be protected with fire-resistant material from the mounting point to the pack. Parachutes must have their own independent mounting with sleeved 3/8-inch minimum steel bolts or steel pins required for all applications [unless otherwise stated in Class Requirements](#). Shroud-line(s) mounting brackets must be constructed of minimum .090-inch steel [unless otherwise stated in Class Requirements](#). Safety pins must be red flagged and removed prior to burnout. The use of ball-lock pins for parachute mounting prohibited. See Class Requirements regarding use of two parachutes. Such applications require separate shroud-line mounting points for each parachute system.

Page 20.17

4:10 ROLL BAR

All roll bars must be within 6 inches of the rear, or side, of the driver's head, extend in height at least 3 inches above the driver's helmet with driver in normal driving position or be within 1 inch of the roof/headliner in the area above the driver's helmet, and be at least as wide as the driver's shoulders or within 1 inch of the driver's door. Roll bar must be adequately supported or cross-braced to prevent forward or lateral collapse. Rear braces must be of the same diameter and wall thickness as the roll bar and intersect with the roll bar at a point not more than 5 inches from the top of the roll bar. Crossbar and rear braces must be welded to main hoop. Sidebar must be included on driver's side and must pass the driver at a point midway between the shoulder and elbow. Swing-out sidebar permitted. All roll bars must have in their construction a cross bar for seat bracing and as the shoulder harness attachment point; cross bar must be installed no more than 4 inches below, and not above, the driver's shoulders or to side bar. All vehicles with OEM frame must have roll bar welded or bolted to frame; installation of frame connectors on unibody cars does not constitute a frame; therefore it is not necessary to have the roll bar attached to the frame. Unibody cars with stock floor and firewall (wheeltubs permitted) may attach roll bar with 6-inch x 6-inch x .125-inch steel plates on top and bottom of floor bolted together with at least four 3/8-inch bolts and nuts, or weld main hoop to rocker sill area with .125-inch reinforcing plates, with plates welded completely. All 4130 chromoly tube welding must be done by approved TIG

heliarc process; mild steel welding must be done by approved MIG wire feed or approved TIG heliarc process. Welding must be free of slag and porosity. Any grinding of welds prohibited. See illustration. Roll bar must be padded anywhere driver's helmet may contact it while in driving position. Adequate padding must have minimum 1/4-inch compression or meet SFI Spec 45.1. [Beginning June 1, 2011](#) all cars running [9.99 \(*6.39\) or quicker](#) ~~180 mph or faster~~, SFI Spec 45.1 mandatory.

Page 20.18

4:11 ROLL CAGE

1st paragraph

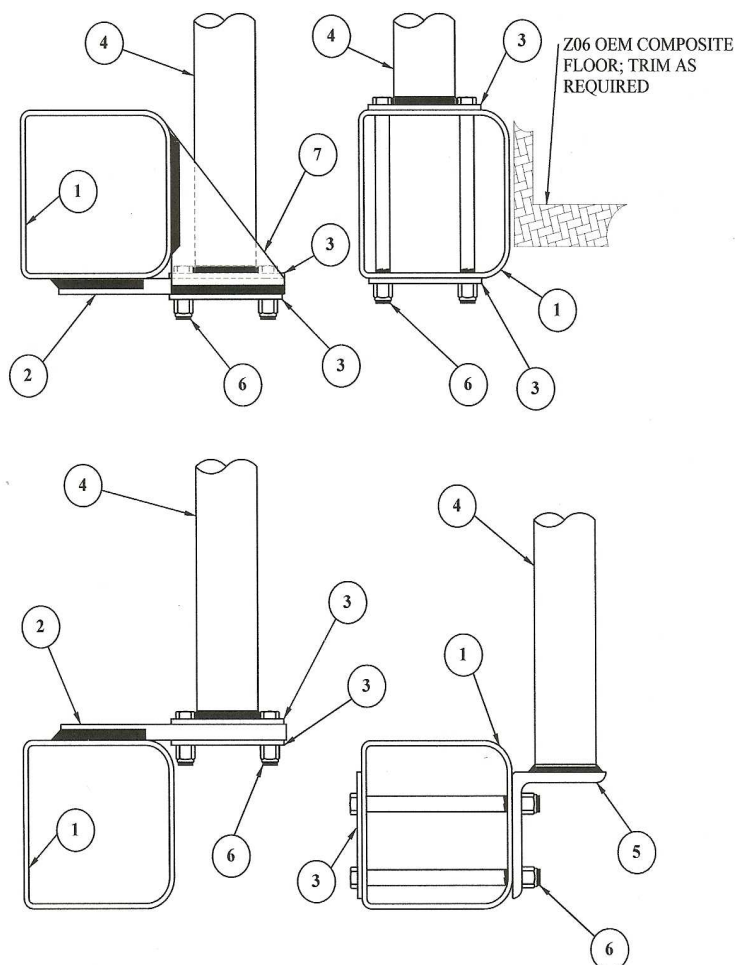
All cage structures must be designed in an attempt to protect the driver from any angle, 360 degrees. All 4130 chromoly tube welding must be done by approved TIG heliarc process; mild steel tube welding must be approved MIG wire feed or TIG heliarc process. Welding must be free of slag and porosity. Any grinding of welds prohibited. Plating of chassis prohibited for all cars manufactured after Jan. 1, 2003, unless otherwise noted in Class Requirements; painting permitted. Additionally, roll cage must be padded anywhere the driver's helmet may contact it while in the driving position. [Beginning June 1, 2011](#) ~~For all cars running 9.99 (*6.39) and quicker Advanced E.T., Comp, Top Alcohol Dragster, Top Alcohol Funny Car, Pro Stock, Funny Car, Top Fuel, and any car running 180 mph or faster~~, padding must meet SFI Spec 45.1. [Additional padding mounted on flat stock and fastened to the roll cage on both sides of the driver's helmet, mandatory in Pro Mod, Top Alcohol Dragster, Top Alcohol Funny Car, Pro Stock, Funny Car, and Top Fuel. Additional padding must be NHRA-accepted \(with manufacturer's name displayed\), securely mounted using bolts or locking fasteners, and must include flame-retardant covering. A current list of NHRA-accepted lateral head supports is available on NHRA.com.](#) Refer to illustrations in Section 4:11 as well as specific Class Requirements for the applicable E.T. and body-style roll-cage requirements. Open-bodied cars running 9.99 and quicker and/or faster than 135 mph must meet applicable SFI Specification for E.T. (see Class Requirements). Full-bodied cars running 8.49 and quicker and/or exceeding 180 mph must meet applicable SFI Specification for E.T. and weight (see Class Requirements). SFI Specifications may be purchased from the SFI Foundation (sfifoundation.com, 858-451-8868); SFI Specifications are not available from NHRA Technical Services.

20.24

Note under drawing

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

2011 NHRA Rule Amendments



- 1 Z06 ALUMINUM OEM FRAME
- 2 6" x 6" x .375" ALUMINUM PLATE; FULLY WELD TO OEM FRAME
- 3 3" x 6" x .125" STEEL PLATE
- 4 1 5/8" OD ROLL CAGE TUBE OR REAR SUPPORT TUBE; FULLY WELD TO PLATE OR ANGLE SUPPORT
- 5 2 1/2" x 2 1/2" x .125" STEEL ANGLE; MINIMUM 6" LONG
- 6 3/8" SAE GRADE 5 BOLTS AND LOCK NUTS (4).
- 7 3" x 3" x .250" MINIMUM ALUMINUM PLATE GUSSET (2); FULLY WELD TO OEM FRAME AND LOWER PLATE.

ACCEPTABLE ROLL CAGE MOUNTING; Z06/ZR1 OEM ALUMUNUM FRAME

Page 20.26

4:12 WHEELBASE

Minimum 85 inches, unless OEM was less and vehicle is equipped with OEM engine and drivetrain ~~car has original engine in original location and is shorter than original, or noted in class requirements~~. Maximum wheelbase variation from left to right is 1 inch, unless otherwise noted in Class Requirements.

Page 20.33

SUPPORT GROUP: 9

9:3 FIRE EXTINGUISHER

3rd paragraph

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

Page 20.34

9:8 PRESSURIZED BOTTLES

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

Page 20.38

DRIVER: 10

10:7 HELMET

Drivers of NHRA Lucas Oil Drag Racing Series and E.T. cars (13.99 or quicker) must use a helmet meeting Snell SA2000, M2000, SA2005, M2005, [SA2010](#), M2010, or SFI 31.1A, 31.2A, 31.1/2005, 41.1A, 41.2A, or 41.1/2005 Specs. Drivers in supercharged, front-engine, open-bodied cars and Funny Cars must wear a helmet meeting Snell SA2000, SA2005, [SA2010](#), or SFI 31.1A, 31.2A, or 31.1/2005 Specs. See Class Requirements.

10:8 NECK COLLAR/HEAD AND NECK RESTRAINT DEVICE/[SYSTEM](#)

3rd paragraph

~~An SFI-approved head and neck restraint device/system is mandatory for any vehicle running 200 mph or faster and in all of the following classes: Top Fuel, Funny Car, Pro Stock, Top Alcohol Dragster, Top Alcohol Funny Car and the following~~

~~classes in Comp: A/D, A/DA, B/D, B/DA, H/D, A/ED, AA/A, AA/AM, AA/AT, BB/AT, CC/AT, A/PM, AA/PM, A/AP, A/A, A/AA, B/A, B/AA and in Alternative Sanctioning Organization vehicle running 200mph or faster. A head and neck restraint device/system is mandatory for any vehicle running 200 mph or faster or by class requirements. Beginning Jan. 1, 2012 a head and neck restraint device/system is mandatory for any vehicle running 7.49 (*4.49) or quicker or by class requirements.~~ When using a head and neck restraint device/system, at all times that the driver is in the race vehicle, from the ready line until the vehicle is on the return road, driver must properly utilize the SFI-approved head and neck restraint device/system, including connecting the helmet as required for full functionality of the device. The device/system must meet SFI Spec 38.1 and must display a valid SFI label. The head and neck restraint device/system, when connected, must conform to the manufacturer's mounting instructions, and it must be configured, maintained, and used in accordance with the manufacturer's instructions.

SECTION 21 – CHARTS AND FORMULAS

SFI SPECIFICATIONS

Page 21.1

3.3/10 Helmet Skirt

4.1 ~~Automatic~~ Transmission Shield, Rigid5 years

4.1 ~~Automatic~~ Transmission Shield, Flexible2 years

15.4 Rear Drive Wheels, TF and FC2 years

25.1E SFI Full Body Chassis Spec, Pro Stock, Pro Mod1 year

Adv. E.T3 years

49.2 Top Fuel Front Wing Assembly.....1 year

54.1 Nonflammable, Thermal Barrier/Fire Extinguishing Coatings ~~4-year~~

~~2010~~ NHRA E.T. QUICK REFERENCE CHART

Page 21.3

Padding Roll Bar/Cage (7.50 to 9.99 Y SFI)