2019 TO 2020 JUNIOR DRAG RACING LEAGUE RULE AMENDMENTS

(These rule amendments cover rule changes made from the end of the 2019 season until the beginning of the 2020 season)

2020 RULE CHANGES BECOME EFFECTIVE JANUARY 1, 2020

INITIAL RELEASE: 10/8/2019
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NHRA RULE AMMENDMENTS MADE FROM THE END OF THE 2019 SEASON TO THE BEGINNING OF THE 2020 SEASON

Note:
All section and page numbers refer to those found in the latest version of the online 2019 Junior Drag racing League Rulebook.

Rulebook Additions are Blue underline

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JR. DRAGSTER RULES AND REGULATIONS, CLASS DESIGNATIONS, NOVICE (Page 30) (10/8/2019)

NOVICE: ages 8 and 9; dial-in restricted to 11.90 seconds or slower based on either an e.t. dial-your-own or heads-up basis; breakout rules apply. In qualified events, no racer can qualify quicker than 11.900. Any competitor running quicker than 11.70 e.t. in the eighth-mile or 6.10 e.t. in 330 feet at any time during an event will receive one warning unless the race director feels further action would be appropriate. If the same competitor runs quicker than 11.70 e.t. in the eighth-mile or 6.10 e.t. in 330 feet again at the same event, he or she will be disqualified for the remainder of the event and may face further action deemed appropriate by NHRA in NHRA’s sole and absolute discretion. Any competitor running quicker than 11.50 e.t. in the eighth-mile or 5.90 e.t. in 330 feet at any time during an event will be immediately disqualified for the remainder of the event and may face further action deemed appropriate by NHRA in NHRA’s sole and absolute discretion. Penalties will be imposed regardless of whether the infraction(s) occur during time trials or eliminations. See also Breakout Rules in Race Procedures.

JR. DRAGSTER RULES AND REGULATIONS, ENGINE:1, ENGINE (Page 32) (10/8/2019)

All vehicles restricted to a maximum of one rear-mounted — based on a five-horsepower, single-cylinder, single-spark-plug, flathead-configured, four-cycle engine or factory-sealed Briggs & Stratton 206 crate engine — engine from a recognized OEM or NHRA-accepted aftermarket supplier. Must be NHRA accepted. NHRA-accepted aftermarket block permitted. Must retain original five-horsepower engine block configuration. Porting, polishing, and relieving of block; boring of cylinder; machining of deck surface permitted. Aftermarket head permitted. Adding material to deck surface, installing a spacer between the block and cylinder head, or any other modification designed to increase the effective deck height of the cylinder prohibited. Briggs & Stratton 206 crate engine must maintain untampered hologram seal installed at the factory. No alterations or modifications to Briggs & Stratton 206 crate engine permitted except for installation of exhaust header and air filter. Accepted aftermarket engines for Novice, Intermediate, Advanced and Master classes: Metro Racing flathead, McGee Racing flathead, Tecumseh flathead, LPW Racing Products monster racing block, JR Race Car flathead, Pure Power Racing flathead, M-1 Machine racing block, SR71 Racing Block by Soltz Racing, Huddleston Performance Sniper, R&S Machine Terminator, TRS block, and Briggs & Stratton 206 factory-sealed engine (with a red, blue or black slide valve) or an electric powered motor meeting the rules found in the Electric-Powered Jr. Dragster section of this rulebook. All accepted aftermarket flathead engines must not exceed 10 11/16 inches from base to deck. Any measurement that exceeds that limit is prohibited. See Trainee and Youth Class Designations for their engine requirements.
JR. DRAGSTER RULES AND REGULATIONS, FRAME:4, ROLL CAGE (Page 36) (10/8/2019)

All new chassis must have manufacturer’s name, serial number, and date of manufacture. Construction must conform to standard dragster configuration as outlined in illustration with minimum 5-point roll cage mandatory. When driver is in driving position, roll cage must be at least 3 inches in front of helmet. Roll cage hoops, upper framerails, and lower framerails must be minimum 1 1/8-inch diameter by .083-inch wall thickness round mild steel tubing. Uprights must be minimum 7/8-inch by .083-inch. Diagonals must be minimum 3/4-inch by .083-inch. An upright (within 30 degrees of perpendicular to the lower framerail) is required on each side of the roll cage within six inches of the second roll-cage hoop; must be fully welded to both the upper and lower framerails. If the upright spacing at the top framerail exceeds 28 inches, then a 7/8-inch by .083-inch or 3/4-inch by .083-inch, depending on corresponding diagonal thickness, X must be used in lieu of a single diagonal. Within the driver compartment (from foot box to back of seat), the maximum distance between uprights is 20 inches. Foot box must incorporate a minimum 3/4-inch by .083-inch diagonal. Note: .058-inch chromoly may be used in place of .083-inch mild steel. Chromoly mandatory on any car running between 8.89 and 7.90.

Helmet bars (3/4-inch OD x .058-inch chromoly tubing or 3/4-inch x .083-inch mild steel, or 1/2-inch x .090-inch flat strap) are required between the secondary upper roll cage hoop and the upper roll cage rear braces on each side of the car. If the center-to-center distance between the upper roll cage rear braces exceeds 6 inches, then an additional helmet bar is required between the back braces. The helmet bars are to be installed at a height above the shoulder hoop that will keep the driver’s helmet inside of the upper roll cage.

Roll cage must be padded wherever it may come in contact with driver’s helmet. Adequate padding should provide approximately 1/4-inch compression. Weather stripping prohibited.

All cage structures must be designed in an attempt to protect the driver from any angle. With the driver in the normal driving position, the driver’s lower extremities, including the knees, must be below the top of the upper framerail. A steering crossmember 1/2-inch x .058-inch chromoly or .083-inch mild steel must be installed or plate or net must be installed across the upper framerails so as to retain the driver’s feet/legs in case of upset/incident. The steering crossmember, plate, or net must be located within 6 inches (forward or behind) of the driver’s knees. If a crossmember is used, it must be either welded or aircraft clamped (no hose clamps). If a plate is used, it must be either welded or bolted in place unless it is located and fastened below the upper framerails. All chromoly welding must be done by approved TIG heliarc process; mild steel welding must be by 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 on all new vehicles.
JR. DRAGSTER RULES AND REGULATIONS, FRAME:4, ROLL CAGE
PADDING (Add after ROLL CAGE) (Page 38) (10/8/2019)
Roll-cage padding meeting SFI Spec 45.1 or SFI 45.2 mandatory anywhere
driver’s helmet may come in contact with roll-cage components during an
accident.

JR. DRAGSTER RULES AND REGULATIONS, DRIVER:10, HELMET (Page 42) (10/8/2019)
A full-face helmet meeting Snell SA2010, SA2015, K2010, K2015, M2010,
Taping or other modification to the helmet or visor that reduces the driver’s field
of vision is prohibited.

**NHRA Helmet Expiration Dates**

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JR. DRAGSTER RULES AND REGULATIONS, DRIVER:10, NECK COLLAR/HELMET RESTRAINT DEVICE (Page 43) (10/8/2019)

**For Trainee, Youth, Novice, Intermediate and Advanced Classes:**
Beginning June 1, 2020, a head and neck restraint device/system meeting SFI
38.1 is mandatory and must display a valid SFI label. At all times that the driver is
in the race vehicle, from the ready line until the vehicle is on the return road,
driver must properly utilize an SFI 38.1 head and neck restraint device/system,
including connecting the helmet as required for full functionality of the device.
The SFI 38.1 head and neck restraint device/system, when connected, must
conform to the manufacturer’s mounting instructions, and it must be configured,
maintained, and used in accordance with the manufacturer’s instructions. A head
and neck restraint device/system may be used with or without a neck collar. If the
device/system is used without a neck collar, a head sock or skirted helmet
mandatory.

**For Masters Class:**
Mandatory. Must be commercially produced neck collar designed for racing. Two
different types of collars are commercially available: a full 360-degree “donut”
type or a pull-together “horseshoe” type. Modification of the neck collar according
to manufacturer’s recommendations, to fit helmet and driver’s neck/shoulder
spacing, permitted. Must be worn as per manufacturer’s recommendations.

A head and neck restraint device/system is permitted. The device/system must
be commercially produced by a manufacturer in the SFI 38.1 head and neck
restraint program. The head and neck restraint device/system, when connected, must conform to the manufacturer’s mounting instructions, and it must be configured, maintained, and used in accordance with the manufacturer's instructions.

A head and neck restraint device/system may be used with or without a neck collar. If the device/system is used without a neck collar, a head sock or skirted helmet mandatory.

JR. COMP, DRIVER:10, NECK COLLAR/HELMET RESTRAINT DEVICE (Page 48) (10/8/2019)

NECK COLLAR/HELMET RESTRAINT DEVICE
Beginning June 1, 2020, a head and neck restraint device/system meeting SFI 38.1 is mandatory and must display a valid SFI label. At all times that the driver is in the race vehicle, from the ready line until the vehicle is on the return road, driver must properly utilize an SFI 38.1 head and neck restraint device/system, including connecting the helmet as required for full functionality of the device. The SFI 38.1 head and neck restraint device/system, when connected, must conform to the manufacturer’s mounting instructions, and it must be configured, maintained, and used in accordance with the manufacturer's instructions. A head and neck restraint device/system may be used with or without a neck collar. If the device/system is used without a neck collar, a head sock or skirted helmet mandatory.