2020 NHRA RULE AMENDMENTS

(These rule amendments cover rule changes made to the initial release of the 2020 rulebook)

(Unless otherwise noted, rule changes become effective immediately)

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2nd Release: 1/16/2020
3rd Release: 1/28/2020
4th Release: 1/31/2020
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6th Release: 2/14/2020
7th Release: 3/30/2020
8th Release: 6/3/2020
9th Release: 7/30/2020
10th Release: 8/19/2020
11th Release: 8/26/2020
12th Release: 8/27/2020
13th Release: 10/9/2020
14th Release: 10/14/2020
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Rulebook. Additions are **Blue underline**

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INTRODUCTION (Page iv) (1/28/2020)

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**INTRODUCTION, NHRA JR. STREET, Second Paragraph (Page xv) (8/26/2020)**

NHRA Jr. Street gives teenage boys and girls the opportunity to race against their peers with an approved licensed supervising adult as a teammate. Competitors will go through an orientation/licensing procedure on an eighth-mile dragstrip in their vehicles, which must meet program requirements. Approved vehicles must be registered, insured, street-legal vehicles with mufflers and DOT approved street tires (slicks prohibited) tires and run 9 seconds and slower. **If a racer runs faster than 8.50 seconds, 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.**


**SECTION 1: ADMINISTRATIVE PROCEEDURES & APPEALS, 1.6: LICENSURE; 1.6.2 TECHNICAL INSPECTION (Page 9) (10/16/2020)**

At a time and place and in a manner determined by Event Officials, prior to racing activities of any nature (including without limitation competition, testing, time trials etc.), all vehicles and driver equipment must undergo a technical inspection, or have been inspected under the Extended Technical Inspection program or be subject to the National Event Technical Inspection Process, explained below. In addition, every vehicle is subject to further technical
inspection at any time before, during or after an event, at the time and in the place and manner directed by any Event Official.

Any technical inspection conducted for an event remains in effect during the entire event, including any continued, postponed or rescheduled event. For all technical inspections (National Event or otherwise) responsibility for accurately completing the Tech Card and/or supplying accurate information for the Tech Card is on the participant and inaccuracies and other issues will be dealt with using all measures available to NHRA. By participating, the participant certifies that his or her vehicle and personal protective equipment will remain in good condition and the same as stated on Tech Card throughout the entire event; that the participant will in fact use all safety and personal protective equipment noted on the Tech Card; and that if anything changes from what is stated on the Tech Card, the participant will immediately notify Tech Officials on site. Falsifying a Tech Card or not complying with the Rulebook subjects participants to disqualification from the event and further disciplinary action.

National Event Technical Inspection Process: NHRA is conducting the National Event Technical Inspection Process at certain NHRA-sanctioned events (Mello Yello events and certain other events designated by NHRA). Under the National Event Technical Inspection Process, technical inspection typically will be during or after competition, in the sole and absolute discretion of NHRA. Under the National Event Technical Inspection Process the participant certifies the technical readiness of his or her own vehicle and personal protective equipment and fills out his or her own Tech Card for the event in advance. Like all statements made to NHRA, the participant is responsible for the truth and accuracy of everything reported on the Tech Card. NHRA Tech Officials will conduct spot checks and may at any time exercise any other rights NHRA has under the Rulebook, including tear-down and other forms of tech inspection.

NHRA may at any time inspect, seal for inspection, and/or tear down a participant’s vehicle. Not complying in full with any inspection request will result in disqualification for further competition and such other penalties as deemed appropriate by NHRA. All determinations by Event Officials regarding the timing and method of technical inspection shall be final and not subject to appeal or review. Technical inspection assists Event Officials with determining, in their judgment, eligibility for participation in an event. The technical inspection does not ensure that the vehicle or any part thereof is safe. The technical inspection does not in any way change the fact that the driver, the crewmembers, and the vehicle owner are ultimately responsible for the safety and operation of the vehicle and equipment. By conducting a technical inspection, NHRA and its member tracks, and each of their respective directors, officers, employees and officials, make no representations, warranties, or assurances that a technical inspection, including the review of any written information, will do any or all of the following:
1) Detect every or any problem with a vehicle, or a driver’s personal equipment or clothing; or
2) Detect every problem with rule compliance; or
3) Prevent injury, death or property damage.

The participant agrees that participant bears the ultimate responsibility at all times to ensure the safety of participant’s vehicle, equipment and clothing and compliance with all NHRA rules, regulations, and agreements, including but not limited to those contained in the Rulebook. The participant agrees that participant is in the best position to know about the construction and operation of participant’s vehicle, equipment, and clothing, and whether there has been compliance with all NHRA rules, regulations and agreements, including but not limited to those contained in the Rulebook. Moreover, in the case of technical violations, the participant acknowledges, understands and agrees that the participant is charged with full knowledge of every component of participant’s vehicle and that even if a third party (for example, an engine builder) has caused the participant’s vehicle to be noncompliant, the participant will still be responsible for and charged with any applicable violation and sanction. Disclaiming knowledge of the particular part or parts, or disclaiming knowledge of the rule or rules, or disclaiming responsibility for the actions of the third party, will not be defenses to any violation or any sanction therefor.

The weighing and measuring devices used by Event Officials shall be the standards that will determine an engine’s or vehicle’s compliance with the rules. Any latitude or tolerance must be made by the racer or engine builder. It is recommend that the following tolerances be observed by the participant to allow for a margin of error during inspection or teardown: Cylinder head or piston volume, 1 percent of 1 cc; deck clearance, .001-inch; overbore, .002-inch; vehicle weight, ½ of 1 percent or 20 pounds.

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

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

Every vehicle, all of its components, and any related items, including personal protective equipment and components that are not affixed to or have been removed from the vehicle, are subject to technical inspection at any time before, during or after an event, at the time and in the place and manner directed by the NHRA Tech Department or any designated event official, and regardless of the technical inspection category that applies to the participant. Therefore, the participant must be prepared to demonstrate compliance with all applicable NHRA rules at any time.

There are four categories of technical inspection:

(a) **Pre-event tech inspection by an event official.** Unless designated to participate in the Extended Technical Inspection program or the Participant Self-Certification Tech System, each participant must complete, sign and present to a designated event official a paper tech card (or an online tech card if so designated), and each vehicle is subject to in-person technical inspection by an event official before the event, and at any time during or after the event.

(b) **Extended Technical Inspection Program.** Program available through NHRA divisions and member tracks allowing participants to bypass in-person physical pre-event tech inspection at certain events.

(c) **Participant Self-Certification Tech System – Only at Events Designated by NHRA and Only for Vehicles Designated by NHRA** (currently, used at designated Divisional Events and for all vehicles except Top Fuel and Funny Car at National Events.

(d) **Participant Self-Certification Tech System – Top Fuel and Funny Car – For All National Events.**

To facilitate technical inspection and rule compliance in all categories, all participants must ensure that a Tech Card is completed and signed for each vehicle prior to participation in any event, and that the Tech Card is submitted to the appropriate officials in the manner required for the applicable event (electronic or otherwise) prior to participation in the event. The time, place and manner for completion and submission of the Tech Card, whether online or in written form, will be determined by the NHRA Tech Department or designated event officials.

At events designated by NHRA for participant self-certification, in-person technical inspection (whether before, during or after the event) may or may not
occur, in the sole and absolute discretion of the NHRA Tech Department or any designated event official.

NHRA and event officials at any NHRA Member Track may at any time inspect, seal for inspection, tear down, and/or conduct testing by any means or method it deems appropriate on a vehicle or any part thereof. Though NHRA and event officials at any NHRA Member Track will seek to avoid destructive testing, destructive testing is permitted if deemed necessary in the sole and absolute discretion of NHRA and event officials at any NHRA Member Track.

Not complying in full, or interfering with any inspection request, and refusing any inspection request, will result in disqualification from further competition, any form of participation, and such other penalties as deemed appropriate by NHRA. All determinations by Event Officials regarding the timing and method of technical inspection shall be final and not subject to appeal or review. Technical inspection assists event officials with determining eligibility for participation in an event, compliance with rules, or other matters deemed necessary to be determined by the officials, all in their judgment and discretion. Technical inspection does not ensure that the vehicle or any part thereof is safe. Having gone through technical inspection does not ensure that a vehicle, in whole or in part, is in compliance with the Rulebook. Technical inspection by an event official does not in any way change the fact that the driver, the crewmembers, and the vehicle owner are ultimately responsible for the safety and operation of the vehicle and equipment, and the ultimate decision as to whether or not to participate in any event, even if such participation is approved by an event official.

By conducting a technical inspection, NHRA and its member tracks, and each of their respective directors, officers, employees and officials, make no representations, warranties, or assurances that a technical inspection, including the review of any written information, will do any or all of the following:
1) Detect every or any problem with a vehicle, or a driver's personal equipment or clothing; or
2) Detect every problem with rule compliance; or
3) Prevent injury, death or property damage.

The participant agrees that participant bears the ultimate responsibility at all times to ensure the safety of participant's vehicle, equipment and clothing and compliance with all NHRA rules, regulations, and agreements, including but not limited to those contained in the Rulebook. The participant agrees that participant is in the best position to know about the construction and operation of participant's vehicle, equipment, and clothing, and whether there has been compliance with all NHRA rules, regulations and agreements, including but not limited to those contained in the Rulebook. Moreover, in the case of technical violations, the participant acknowledges, understands and agrees that the participant is charged with full knowledge of every component of participant's
vehicle and that even if a third party (for example, an engine builder) has caused the participant’s vehicle to be noncompliant, the participant will still be responsible for and charged with any applicable violation and sanction. Disclaiming knowledge of the particular part or parts, or disclaiming knowledge of the rule or rules, or disclaiming responsibility for the actions of the third party, will not be defenses to any violation or any sanction therefor. The weighing and measuring devices used by Event Officials shall be the standards that will determine an engine’s or vehicle’s compliance with the rules. Any latitude or tolerance to allow for a margin of error during inspection or teardown must be made by the participant or engine builder.

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

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

As a general rule, unless optional performance equipment or a performance modification is specifically permitted by this rulebook, it is prohibited. Any technical inspection conducted for an event remains in effect during the entire event, including any continued, postponed or rescheduled event. For all technical inspections (National Event or otherwise) responsibility for accurately completing the Tech Card and/or supplying accurate information for the Tech Card is on the participant and inaccuracies and other issues will be dealt with using all measures available to NHRA. By participating, the participant certifies that his or her vehicle and personal protective equipment will remain in proper condition and the same as stated on Tech Card throughout the entire event; that the participant will in fact use all safety and personal protective equipment noted on the Tech Card; and that if anything changes from what is stated on the Tech Card, the participant will immediately notify Tech Officials on site. Falsifying a Tech Card or not complying with the Rulebook subjects participants to disqualification from the event and further disciplinary action. In addition,
prior to racing activities or event participation of any nature (including without limitation competition, testing, time trials, exhibitions, etc.), all vehicles and driver equipment must either (a) undergo an in-person technical inspection; (b) have been inspected under the Extended Technical Inspection program; or (c) have submitted a Tech Card under the Tech Self-Certification Program.

The following terms and agreements apply, in addition to any language included by NHRA in or on the online tech card:

**Sportsman Tech Card Language**

**Participant Self-Certification Tech System**

I understand and agree that:

NHRA is implementing a new “touchless” tech process due to the COVID-19 pandemic circumstances, and this system and my agreements herein control over anything differently stated in the NHRA Rulebook.

NHRA may make this change to technical inspection permanently, in its sole discretion.

Under this touchless system, I will fill out my own tech card and certify my own compliance with all NHRA rules. I will complete my own Online Tech Card for each event in which I will participate through the online process established by NHRA. The online process is subject to change so it will be my responsibility to ensure I am aware of any such changes.

All vehicles and personal protective equipment (PPE) are subject to random spot checks and technical inspection by NHRA in its sole and absolute discretion (including teardown and confiscation of items or the entire vehicle), at any time, place and manner determined by any Event Official, prior to, during or after activities of any nature (including any form of racing, testing, time trials, exhibitions, licensing runs, etc.).

**Participant Responsibility, Accuracy and Accountability**

I understand and agree that:

It is my responsibility, not NHRA’s or any track official’s, to ensure that all safety equipment is approved and is correctly installed, worn, maintained, and used.

I will in fact use all safety and PPE noted on the Online Tech card during my participation in the event.
The ultimate condition, setup, performance and safety of the vehicle and PPE are my responsibility. I am in the best position to know this information. I am responsible for the safety, preparation, performance, maintenance and readiness of my vehicle, and for compliance with NHRA rules.

I am not depending upon NHRA or any track official to conduct a tech inspection in order to ensure or guarantee that my vehicle and PPE are safe and meet all applicable rules. My compliance is my responsibility at all times.

I understand the Online Tech Card is an electronic document that is equally valid as a paper Tech Card.

Like all statements made to NHRA, I am responsible for the truth and accuracy of everything reported on the Online Tech Card.

I am responsible for my own safety and compliance with NHRA rules, at all times.

While I may work on and change my vehicle during the event, I understand that by signing this Online Tech Card I am verifying that at all times during my participation my vehicle and personal protective equipment meet all applicable NHRA rules.

Unauthorized and/or non-compliant vehicles, parts, and/or equipment will not be considered approved by reason of having been used, or having passed through technical inspection, at any time, or any number of times. Having been used and/or passed through technical inspection at any time, or any number of times, is not a defense to any violation found.

Any item connected with any event vehicle and any personal protective equipment used by me at any on-track event must be listed correctly on this Online Tech Card and must comply with NHRA rules. If anything changes from what is stated on my Online Tech Card, I will immediately notify NHRA Tech Officials on site.

Inaccuracies on my Online Tech Card or using different items than what is listed may result in penalties determined by NHRA in its sole and absolute discretion.

I will comply with the NHRA Rulebook at all times during my participation in any event. I am bound by all the information reported on this Online Tech Card. I understand that this Online Tech Card Agreement controls over any conflicting provision of the NHRA Rulebook.

No promises or representations have been made to me different from or contrary to the terms of this agreement.

**Participant Responsibility, Accuracy and Accountability**
I understand and agree that:

MY SIGNATURE CERTIFIES AND AFFIRMS THAT EVERYTHING STATED IN
THIS ONLINE TECH CARD IS TRUE AND CORRECT INCLUDING ALL OF
THE INFORMATION ENTERED AFTER THIS SIGNATURE PAGE, AND THAT
IF I AM PART OF A TEAM, I AM THE PERSON AUTHORIZED BY THIS TEAM
TO FILL OUT THE ONLINE TECH CARD AND BIND THE TEAM (INCLUDING
THE DRIVER AND OWNER) TO EVERYTHING AGREED TO AND STATED IN
THE ONLINE TECH CARD.

Electronic Signature Consent

I understand and agree that:

By checking here, you are consenti
ng to the use of your electronic signature in
lieu of an original signature on paper. You have the right to request that you sign
a paper copy instead. By checking here, you are waiving that right. After consent,
you may, upon written request to us, obtain a paper copy of an electronic record.
No fee will be charged for such copy and no special hardware or software is
required to view it. Your agreement to use an electronic signature with us for any
documents will continue until such time as you notify us in writing that you no
longer wish to use an electronic signature. There is no penalty for withdrawing
your consent. You should always make sure that we have a current email
address in order to contact you regarding any changes, if necessary.

Top Fuel and Funny Car Tech Card Language

Participant Self Certification Tech System

Authority. I represent and warrant that I am the person authorized and designated
by my Team (as defined below) to complete and certify the accuracy and
truthfulness of the Online Tech Card on behalf of my Team under the Top Fuel
and Funny Car Online Tech Card process. "Team" means my entire team,
including the driver, the crew chief, all team members and all individuals and/or
entities that comprise the legal ownership of the team and the race vehicle. I
understand that everything I say on this Tech Card binds me and the Team,
individually and collectively. The electronic signature of either the team owner
representative, team crew chief or driver below further certifies my authority set
forth above. Only one signature on this Tech Card Agreement is necessary.

I and Team understand and agree as follows:

NHRA is implementing a new “touchless” technical inspection process due to the
COVID-19 pandemic circumstances, and this system and Team’s agreements
herein control over anything differently stated in the NHRA Rulebook.
NHRA may make these changes to technical inspection permanent, in its sole discretion.

Under this touchless system, I will complete Team’s Top Fuel and Funny Car Online Tech Card (“Online Tech Card”) and certify Team’s compliance with all NHRA rules. The online process is subject to change so it will be my responsibility to ensure I and Team are aware of any such changes.

All vehicles and any and all parts or components of or on vehicles, and any and all personal protective equipment (PPE), are subject to random spot checks and in-person technical inspection by NHRA in its sole and absolute discretion (including teardown and confiscation of items, components, and/or vehicles), at any time, place and manner determined by any Event Official, prior to, during or after activities of any nature (including any form of racing, testing, time trials, exhibitions, licensing runs, etc.).

**Participant Responsibility, Accuracy and Accountability**

I understand and agree, individually and on behalf of Team, that:

It is Team’s responsibility, not the responsibility of NHRA, any track official, or anyone else, to ensure that all safety equipment is approved and is correctly installed, worn, maintained, and used.

The driver will in fact use all safety and PPE noted on the Online Tech card during the driver’s participation in the event.

The ultimate condition, setup, performance and safety of the vehicle and PPE are Team’s responsibility. Team is in the best position to know this information. Team is responsible for the safety, preparation, performance, maintenance and readiness of its vehicle, and for compliance with all applicable NHRA rules.

Team is not depending upon NHRA or any track official to conduct an in-person tech inspection in order to ensure or guarantee that Team’s vehicle and PPE are safe and meet all applicable rules. Team’s compliance is Team’s responsibility.

The Online Tech Card is an electronic document that is equally valid as a paper Tech Card.

Like all statements made to NHRA, I and Team are responsible for the truth and accuracy of everything reported on the Online Tech Card.

Team is responsible for their own safety and compliance with NHRA rules, at all times.
Prior to the event, all members of Team must sign the Release & Waiver of Liability Agreement(s) mandated by NHRA. No participation in the event and no restricted area access will be allowed for Team members without signing such Agreement.

Team and each and every member of it understands and agrees that drag racing is a dangerous sport that can result in serious injury or death, that Team’s participation is voluntary, and that Team and each member of it assumes the risk of any and all forms of personal injury and property damage arising from the event.

While Team may work on and change the vehicle during the event, I understand that by signing this Online Tech Card I on behalf of myself and Team am verifying that at all times during Team’s participation, the vehicle and personal protective equipment meet all applicable NHRA rules.

Unauthorized and/or non-compliant vehicles, parts, and/or equipment will not be considered approved by reason of having been used, or having passed through technical inspection, at any time, or any number of times. Having been used and/or passed through technical inspection at any time, or any number of times, is not a defense to any violation found.

Any item connected with any event vehicle and any personal protective equipment used by the driver at any on-track event must be listed correctly on the Online Tech Card and must comply with NHRA rules. If anything changes from what is stated on Team’s Online Tech Card, I will immediately notify NHRA Tech Officials on site.

Inaccuracies with Team’s Online Tech Card or using different items than what is listed may result in penalties determined by NHRA in its sole and absolute discretion.

Team will comply with the NHRA Rulebook at all times during Team’s participation in any event. Team is bound by all the information reported on this Online Tech Card. The Online Tech Card and this Self certification Tech System control over any conflicting provision of the NHRA Rulebook.

No promises or representations have been made to me and/or Team different from or contrary to the terms set forth herein or in the Online Tech Card.

**Participant Responsibility, Accuracy and Accountability**

I understand and agree, individually and on behalf of Team, that:

MY SIGNATURE CERTIFIES AND AFFIRMS THAT EVERYTHING STATED IN THE ONLINE TECH CARD IS TRUE AND CORRECT INCLUDING ALL OF THE
INFORMATION ENTERED AFTER THIS SIGNATURE PAGE, AND THAT I AM THE PERSON AUTHORIZED BY THIS TEAM TO COMPLETE THE ONLINE TECH CARD AND BIND THE TEAM (INCLUDING THE DRIVER, CREW AND OWNERSHIP) TO EVERYTHING AGREED TO AND STATED IN THE ONLINE TECH CARD.

Electronic Signature Consent

I understand and agree, individually and on behalf of Team, that:

By checking here, I consent to the use of my electronic signature in lieu of an original signature on paper. I have the right to request that I sign a paper copy instead. By checking here, I am waiving that right. After consent, I may, upon written request to the NHRA Technical Department, obtain a paper copy of an electronic record. No fee will be charged for such copy and no special hardware or software is required to view it. My agreement to use an electronic signature with NHRA for any documents will continue until such time as I notify the NHRA Technical Department in writing that I no longer wish to use an electronic signature. There is no penalty for withdrawing my consent. I should always make sure that the NHRA Technical Department has my current email address in order to contact me regarding any changes, if necessary. However, I am obligated to monitor nhra.com and nhraracer.com for any changes.

SECTION 3: POINTS AND RELATED PROGRAMS, NHRA MELLO YELLO DRAG RACING SERIES (Page 1) (1/28/2020)

NHRA MELLO YELLO DRAG RACING SERIES

The 2020 NHRA Mello Yello Drag Racing Series begins with the Lucas Oil NHRA Winternationals presented by Protect the Harvest and concludes with the Auto Club NHRA Finals.

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

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

NHRA NATIONAL EVENTS POINTS — CHEVROLET PERFORMANCE U.S. STRUCTURE (all races except in NATIONALS AND AUTO CLUB NATIONALS AND Pomona 2)

NHRA FINALS POINTS STRUCTURE (Indianapolis & Pomona)

<table>
<thead>
<tr>
<th>Position</th>
<th>Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>Winner</td>
<td>150</td>
</tr>
<tr>
<td>Runner-up</td>
<td>120</td>
</tr>
<tr>
<td>Runner-up</td>
<td>100</td>
</tr>
</tbody>
</table>
Third-round loser . . . . . .60 Third-round loser . . . . . .90
Second-round loser . . . . 40 Second-round loser . . . . . .60
First-round loser . . . . . .20 First-round loser . . . . . .30

Additional points are awarded at national events as follows:

10 points to all contestants (15 at Chevrolet Performance U.S. Nationals and Auto Club NHRA Finals) — one qualifying run required. Performance bonus points are awarded for each qualifying session as follows:

National Events (except U.S. National and Finals
Indy and Finals)
Low e.t. of each session . . 3 Low e.t. of each session . . 4
Second-quickest . . . . . 2 Second-quickest . . . . . 3
Third-quickest . . . . . 1 Third-quickest . . . . . 2
Fourth-quickest . . . . . 1

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

Qualifying positions earn points as follows:
National events (except Indy and Finals) — U.S. Nationals and Finals
1st . . . . . . . . . . . . . . . 8 1st . . . . . . . . . . . . . . . 10
2nd . . . . . . . . . . . . . 7 2nd . . . . . . . . . . . . . 9
3rd . . . . . . . . . . . . . 6 3rd . . . . . . . . . . . . . 8
4th . . . . . . . . . . . . . 5 4th . . . . . . . . . . . . . 7
5th & 6th . . . . . . . . . . 4 5th & 6th . . . . . . . . . . 6
7th & 8th . . . . . . . . . . 3 7th & 8th . . . . . . . . . . 5
9th through 12th . . . . . 2 9th through 12th . . . . . 4
13th through 16th . . . . . 1 13th through 16th . . . . . 2

For tiebreaker procedures, contact the NHRA Competition Department.

NHRA MELLO YELLO COUNTDOWN TO THE
CHAMPIONSHIP

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

In the regular season, racers in Top Fuel, Funny Car, Pro Stock, and Pro Stock Motorcycle earn points to secure a position in the top 10 in points standings.

To begin the six-race Countdown to the Championship, the playoffs, the top 10 racers in each Mello Yello category will have their NHRA Mello Yello points adjusted as follows:
First place . . . . . . . . . . . . . . . . . . . . . . . . .2,100 points
Sixth place . . . . . . . . . . . . . . . . . . . . . . . . .2,040 points
Second place . . . . . . . . . . . . . . . . . . . . . . . .2,080 points
Seventh place . . . . . . . . . . . . . . . . . . . . . . . .2,030 points

25
Third place ..................2,070 points Eighth place ........2,020 points
Fourth place ..............2,060 points Ninth place ........2,010 points
Fifth place ..................2,050 points 10th place ..........2,000 points

The 2020 NHRA Mello Yello Drag Racing Series begins with the NHRA Winternationals and concludes with the NHRA Finals.

Contestants in Top Fuel, Funny Car, Pro Stock and Pro Stock Motorcycle compete to secure a position in the Countdown to the Championship starting in Pomona and concluding in Indianapolis based on total points earned at each NHRA national event.

<table>
<thead>
<tr>
<th>NHRA NATIONAL EVENTS POINTS STRUCTURE (all races except Indianapolis)</th>
<th>INDIANAPOLIS POINTS STRUCTURE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Winner</td>
<td>100</td>
</tr>
<tr>
<td>Runner-up</td>
<td>80</td>
</tr>
<tr>
<td>Third-round loser</td>
<td>60</td>
</tr>
<tr>
<td>Second-round loser</td>
<td>40</td>
</tr>
<tr>
<td>First-round loser</td>
<td>20</td>
</tr>
</tbody>
</table>

Additional points are awarded at national events as follows:

10 points to all contestants (15 at Indianapolis) — one qualifying run required.

Performance bonus points are awarded for each qualifying session as follows:

<table>
<thead>
<tr>
<th>National Events (except Indianapolis)</th>
<th>INDIANAPOLIS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Low e.t. of each session</td>
<td>3</td>
</tr>
<tr>
<td>Second-quickest</td>
<td>2</td>
</tr>
<tr>
<td>Third-quickest</td>
<td>1</td>
</tr>
<tr>
<td>Fourth-quickest</td>
<td>1</td>
</tr>
</tbody>
</table>

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

Qualifying positions earn points as follows:

<table>
<thead>
<tr>
<th>NATIONAL EVENTS (except Indianapolis)</th>
<th>INDIANAPOLIS</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>8</td>
</tr>
<tr>
<td>2nd</td>
<td>7</td>
</tr>
<tr>
<td>3rd</td>
<td>6</td>
</tr>
<tr>
<td>4th</td>
<td>5</td>
</tr>
<tr>
<td>5th &amp; 6th</td>
<td>4</td>
</tr>
<tr>
<td>7th &amp; 8th</td>
<td>3</td>
</tr>
<tr>
<td>9th through 12th</td>
<td>2</td>
</tr>
<tr>
<td>13th through 16th</td>
<td>1</td>
</tr>
</tbody>
</table>
NHRA MELLO YELLO COUNTDOWN TO THE CHAMPIONSHIP

In the regular season, racers in Top Fuel, Funny Car, Pro Stock, and Pro Stock Motorcycle earn points to secure a position within the Countdown to the Championship. Racers can secure a position within the Countdown to the Championship under the following criteria:

1. Earn enough points to secure a spot within the top 10 at the conclusion of the U.S. Nationals
2. In Top Fuel and Funny Car compete at all 18 events (Pomona to Indianapolis) and run a minimum of 2 qualifying sessions at each event.
3. In Pro Stock Car compete at all 13 events (Pomona to Indianapolis) and run a minimum of 2 qualifying sessions at each event.
4. In Pro Stock Motorcycle compete at all 11 events (Gainesville to Indianapolis) and run a minimum of 2 qualifying sessions at each event.

*If unable to complete one qualifying session in its entirety within the original scheduled event date(s), the event will count towards number of events listed above for each category. A completed tech card must be submitted to registration to count the event towards total number of events listed above.
*If unable to complete two qualifying sessions within the original scheduled event date(s), a participant must make one valid qualifying attempt or submit a completed tech card to registration for the event to count towards total number of events listed above.
*If unable to complete three qualifying sessions within the original scheduled event date(s), participants must make two valid two qualifying attempts for the event to count towards total number of events listed above.
*If unable to complete any qualifying sessions within the original scheduled event date(s), the event will not count towards the number of events listed above for each category. For example, first qualifying session occurs on Monday following the event.

The racers who have secured a position in the Countdown to the Championship will have their NHRA Mello Yello points adjusted after the U.S. Nationals. In Top Fuel and Funny Car, first and second place will be separated by 20 points while each position second through tenth place will be separated by 10 points for Top Fuel and Funny Car.

<table>
<thead>
<tr>
<th>Position</th>
<th>Points</th>
<th>Position</th>
<th>Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>First Place</td>
<td>2,100</td>
<td>Sixth Place</td>
<td>2,040</td>
</tr>
<tr>
<td>Second Place</td>
<td>2,080</td>
<td>Seventh Place</td>
<td>2,030</td>
</tr>
<tr>
<td>Third Place</td>
<td>2,070</td>
<td>Eight Place</td>
<td>2,020</td>
</tr>
<tr>
<td>Fourth Place</td>
<td>2,060</td>
<td>Ninth Place</td>
<td>2,010</td>
</tr>
<tr>
<td>Fifth Place</td>
<td>2,050</td>
<td>Tenth Place</td>
<td>2,000</td>
</tr>
</tbody>
</table>

Racers who have secured a spot in the Countdown to the Championship outside the Top 10 will have their points adjusted, for example 11th place will be 1,990, 12th place will be 1,980. 10 points will separate each position for each racer securing a spot in the Countdown to the Championship.
In Pro Stock and Pro Stock Motorcycle, first and second place will be separated by 20 points while second through fifth place will be separated by 10 points and sixth place through tenth place will be separated by 5 points.

<table>
<thead>
<tr>
<th>Place</th>
<th>Points</th>
<th>Place</th>
<th>Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>First Place</td>
<td>2,100</td>
<td>Sixth Place</td>
<td>2,045</td>
</tr>
<tr>
<td>Second Place</td>
<td>2,080</td>
<td>Seventh Place</td>
<td>2,040</td>
</tr>
<tr>
<td>Third Place</td>
<td>2,070</td>
<td>Eight Place</td>
<td>2,035</td>
</tr>
<tr>
<td>Fourth Place</td>
<td>2,060</td>
<td>Ninth Place</td>
<td>2,030</td>
</tr>
<tr>
<td>Fifth Place</td>
<td>2,050</td>
<td>Tenth Place</td>
<td>2,025</td>
</tr>
</tbody>
</table>

Racers who have secured a spot in the Countdown to the Championship outside the Top 10 will have their points adjusted, for example 11th place will be 2,020, 12th place will be 2,015. 5 points will separate each position for each racer securing a spot in the Countdown to the Championship.

During the Countdown to the Championship contests in Top Fuel, Funny Car, Pro Stock and Pro Stock Motorcycle categories will compete for the NHRA Mello Yello Drag Racing Series world championship title starting in Reading and concluding at Pomona.

<table>
<thead>
<tr>
<th>NHRA NATIONAL EVENTS POINTS STRUCTURE (all races except Pomona 2)</th>
<th>POMONA 2 POINTS STRUCTURE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Winner</td>
<td>Winner</td>
</tr>
<tr>
<td>Runner-up</td>
<td>Runner-up</td>
</tr>
<tr>
<td>Third-round loser</td>
<td>Third-round loser</td>
</tr>
<tr>
<td>Second-round loser</td>
<td>Second-round loser</td>
</tr>
<tr>
<td>First-round loser</td>
<td>First-round loser</td>
</tr>
</tbody>
</table>

Additional points are awarded at national events as follows:

10 points to all contestants (15 at Pomona 2) — one qualifying run required.

Performance bonus points are awarded for each qualifying session as follows:

<table>
<thead>
<tr>
<th>National Events (except Pomona 2)</th>
<th>POMONA 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Low e.t. of each session</td>
<td>3</td>
</tr>
<tr>
<td>Second-quickest</td>
<td>2</td>
</tr>
<tr>
<td>Third-quickest</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td>Low e.t. of each session</td>
<td>4</td>
</tr>
<tr>
<td>Second-quickest</td>
<td>3</td>
</tr>
<tr>
<td>Third-quickest</td>
<td>2</td>
</tr>
<tr>
<td>Fourth-quickest</td>
<td>1</td>
</tr>
</tbody>
</table>

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

Qualifying positions earn points as follows:
SECTION 4A: SUPER PRO, PRO, SPORTSMAN, BODY:7, AIRFOIL (Page 6) (10/9/2020)

Altereds, dragsters: A positive-locking device mandatory on all airfoils. Sidemount canard-type wings permitted. No part of wing may be within 6 inches of a tire. Front overhang may not project more than 30 inches forward of front spindle.

Bodied vehicles: Non-OEM airfoils permitted, must be permanently attached to frame or roll cage, non-adjustable during run.

See General Regulations 7:1.

SECTION 4A: SUPER PRO, PRO, SPORTSMAN, DRIVER: 10, HELMET (Page 8) (7/30/2020) (8/19/2020) (10/9/2020)

For all 10.00 to 13.99 closed-bodied cars, either an open-face or a full-face Snell M2010, M2015, M2020, SA2010, SA2015, or SA2020, SFI 31.1/2010, 31.1/2015 or 31.1/2020 helmet with or without a shield is mandatory.

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 M2010, M2015, M2020, SA2010, or SA2015 or SA2020, helmet and shield mandatory (goggles prohibited).

For all 9.99 and quicker closed-bodied cars, a full-face Snell M2010, M2015, M2020, SA2010, or SA2015 or SA2020, 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 SA2010, or SA2015 or SA2020 helmet and shield mandatory (goggles prohibited).


<table>
<thead>
<tr>
<th>NATIONAL EVENTS (except Pomona 2)</th>
<th>POMONA 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>8</td>
</tr>
<tr>
<td>2nd</td>
<td>7</td>
</tr>
<tr>
<td>3rd</td>
<td>6</td>
</tr>
<tr>
<td>4th</td>
<td>5</td>
</tr>
<tr>
<td>5th &amp; 6th</td>
<td>4</td>
</tr>
<tr>
<td>7th &amp; 8th</td>
<td>3</td>
</tr>
<tr>
<td>9th through 12th</td>
<td>2</td>
</tr>
<tr>
<td>13th through 16th</td>
<td>1</td>
</tr>
</tbody>
</table>
SECTION 4A: SUPER PRO, PRO, SPORTSMAN, DRIVER:10, PROTECTIVE CLOTHING (Page 8) (10/9/2020)

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

If SFI Spec 3.3 neck collar is required and driver opts to use head and neck restraint system instead, then SFI Spec 3.3 head sock or SFI Spec 3.3 skirted helmet mandatory.

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.

10.00 (*6.40) to 13.99 (*8.59); all E.T. non-OEM supercharged, non-OEM turbocharged, or nitrous-equipped cars with an OEM or .024-inch steel firewall: Jacket meeting SFI Spec 3.2A/1 mandatory.

10.00 (*6.40) to 13.99 (*8.59); all E.T. supercharged, turbocharged, or nitrous-equipped cars without a full OEM or .024-inch steel firewall: Jacket meeting SFI Spec 3.2A/5 or 3.4/5 and gloves meeting SFI Spec 3.3/1 mandatory.

9.99 (*6.39) to 7.50 (*4.50) front-engine open-bodied vehicles with nitrous oxide, supercharger, or turbocharger(s): Jacket and pants meeting SFI Spec 3.2A/15, gloves, and shoes or boots meeting SFI Spec 3.3/5 mandatory.

9.99 (*6.39) to 7.50 (*4.50) closed-bodied vehicles without an OEM or full .024-inch steel firewall with nitrous oxide, supercharger, or turbocharger(s): Jacket and pants meeting SFI Spec 3.2A/15, gloves meeting SFI Spec 3.3/5, and shoes or boots meeting SFI Spec 3.3/5 mandatory.

10.00 (*6.40) to 11.49 (*7.35); all E.T. naturally aspirated, OEM supercharged, or OEM turbocharged with a full OEM or .024-inch steel firewall: Jacket meeting SFI Spec 3.2A/1 mandatory.

9.99 (*6.39) to 7.50 (*4.50) or any vehicle exceeding 135 mph: Jacket and pants meeting SFI Spec 3.2A/5 or 3.4/5 and gloves meeting SFI Spec 3.3/1 mandatory, except as noted above.

All open-body vehicles running 11.99 or quicker: Gloves meeting SFI Spec 3.3/1 and arm restraints mandatory.

Dune-buggy or dune-buggy-type vehicles, 12.00 (*7.50) or slower: Jacket meeting SFI Spec 3.2A/1, gloves meeting SFI Spec 3.3/1, and arm restraints mandatory.
Any vehicle with an automatic transmission in driver compartment (no floor covering transmission): Jacket and pants or suit meeting SFI Spec 3.2A/15, gloves meeting SFI Spec 3.3/5, and boots or shoes meeting SFI Spec 3.3/5 mandatory.

9.99 and faster, any vehicle, supercharged or turbocharged with alcohol: Suit meeting SFI Spec 3.2A/15, gloves and boots meeting SFI Spec 3.3/5 mandatory, except as noted above.

SECTION 4B: ADVANCED ET, AIRFOIL (Page 6) (10/9/2020)
Non-OEM airfoils or wings permitted on stock bodied vehicles; must be permanently attached to frame or roll cage, nonadjustable during run.

See General Regulations 7:1.

SECTION 4B: ADVANCED E.T., DRIVER: 10, HELMET (Page 11) (7/30/2020) (8/19/2020)
For all closed-bodied cars, a full-face Snell M2010, M2015, M2020, SA2010, or SA2015 or SA2020 helmet mandatory; shield mandatory (goggles prohibited).

For all open-bodied front-engine or rear-engine supercharged, turbocharged, or nitrous cars, a full-face Snell SA2010, or SA2015 or SA2020 helmet and shield mandatory (goggles prohibited).


SECTION 4C: E.T. MOTORCYCLE, RIDER: 10, HELMET (Page 15) (7/30/2020) (8/19/2020)

SECTION 4E: E.T. SNOWMOBILE, RIDER: 10, HELMET (Page 19) (7/30/2020) (8/19/2020)

SECTION 4F: ALL TERRAIN VEHICLE, RIDER: 10, HELMET (Page 22) (7/30/2020) (8/19/2020)
SECTION 5: MICKEY THOMPSON TIRES NHRA TOP FUEL HARLEY DRAG RACING SERIES, ENGINE: 1, ENGINE (Page 1) (12/4/2019)

Must be NHRA-accepted. Must keep design features of Harley-Davidson engines (Pushrod, 45° to 90° VTwin). Carbureted, fuel injected or supercharged single or double engines, with 200 cubic inch maximum displacement. Maximum displacement for all combinations 200 cubic inches. Minimum pushrod length 11 inches. Beginning January 1, 2021, maximum displacement for normally aspirated combinations 200 cubic inches and for supercharged combinations 170 cubic inches. Pushrod aftermarket heads are permitted (including 4 valve). Crankcase and all tanks containing fluids must have vent tubes routed to catch can or have a non-spill breather system on motorcycle. Superchargers must have rubber manifold connections or some form of “sneeze” valve. Supercharger blankets are mandatory. Must have “Bellypan” scatter shield under engine. SFI Specification 46.1 approved engine restraint systems are required. A nonflammable, oil absorbent liner mandatory inside of retention device. These restraints must be replaced or recertified by the manufacturer every two (2) years. Chest protectors are mandatory.

SECTION 5: MICKEY THOMPSON TIRES NHRA TOP FUEL HARLEY DRAG RACING SERIES, ELECTRICAL: 8, SAFETY SYSTEM AIR PRESSURE SHUTOFF SWITCH (Add new section after LIGHTS) (Page 3) (12/4/2019) (1/16/2020)

A 120 psi normally open-air switch must be installed to enable the fuel cutoff if the safety air system pressure falls below 120 psi. In the event the motorcycle is losing air pressure during a run, the switch must open when system air pressure goes below 120 psi. The switch must run in series with the fuel shutoff signal. The switch must be wired to not remove power from the Electrimotion Safety Device at any time.

SECTION 5: MICKEY THOMPSON TIRES NHRA TOP FUEL HARLEY DRAG RACING SERIES, SUPPORT GROUP: 9, SAFETY SYSTEM AIR SUPPLY (Add new section after COMPUTER/DATA RECORDERS) (Page 3) (12/4/2019)

A standalone air system bottle must be used to supply air to all safety systems. The frame and/or handle bars cannot be used for this purpose.

SECTION 5: MICKEY THOMPSON TIRES NHRA TOP FUEL HARLEY DRAG RACING SERIES, RIDER:10, HELMET (Page 3) (7/30/2020) (8/19/2020)

Full-face Snell M2010, M2015, M2020, SA2010, or SA2015 or SA2020 helmet mandatory; shield mandatory (goggles prohibited). Eject Helmet Removal System (part number SDR 890-01-30) mandatory and must be installed per manufacturer instructions. A Stand 21 Lid Lifter head sock meeting SFI 3.3 may be used in lieu of the Eject Helmet Removal System. See General Regulations 10:7.

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 (910 cid) - 2,500 2,515 pounds
Nitrous-assisted entries (960 cid) - 2,575 2,590 2,565 pounds
Roots Supercharged entries (526 cid) - 2,600 2,615 pounds
Centrifugal supercharged entries (526 cid) - 2,600 2,615 pounds
Turbocharged entries (526 cid) - 2,650 2,665 pounds

SECTION 6: E3 SPARK PLUGS NHRA PRO MOD DRAG RACING SERIES PRESENTED BY J&A SERVICE, ENGINE: 1, ENGINE (Page 2) (12/4/2019)

Internal-combustion, reciprocating, single-camshaft, 90-degree V-8 automotive-type engine mandatory. Crankshaft centerline must intersect cylinder bore centerlines and be symmetrical. Nitrous-assisted entries are limited to a maximum bore center of 5.300. Maximum bore center on turbocharged billet hemi cylinder-head entries is 4.800 4.840 inches, 5.000 inches on all other turbocharged entries. For supercharged entries, 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.

SECTION 6: E3 SPARK PLUGS NHRA PRO MOD DRAG RACING SERIES PRESENTED BY J&A SERVICE, ENGINE: 1, INDUCTION (Page 2) (1/28/2020)

Any number and type of carburetors or throttle bodies may be used. Electronic fuel injection permitted. For centrifugally supercharged and turbocharged applications, fuel injectors must be placed in either the intake manifold runner or intake manifold plenum. Auxiliary injectors placed in any other location prohibited. EFI entries must have an NHRA accepted ECU, software and firmware. A current list of NHRA-accepted ECUs, software, and firmware can be found on NHRARacer.com. See General Regulations 9:1, 9:11.

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SECTION 6: E3 SPARK PLUGS NHRA PRO MOD DRAG RACING SERIES PRESENTED BY J&A SERVICE, ENGINE: 1, SUPERCHARGER (Page 3) (12/4/2019)

Screw-type and centrifugal-type superchargers prohibited. Centrifugal, hi-helix, or standard helix Roots-type supercharger only.

For Centrifugal Supercharger: Procharger F3R/X-140 head unit (PC314A-140/PC316A-140), 4CD-BAE-3-1.40, 4CD-TFX-3-1.40, 4CD-NON-3-1.40, 4CD-BBC-3-1.40 gear drive units, and AF006A-027 inlet bell mouth only. Must be unmodified and factory sealed. Intercoolers prohibited.

For roots Supercharger: restraint system meeting SFI Spec 14.2, including injector restraint straps mandatory. Cast or billet cases permitted. Maximum supercharger overdrive limit is 14.55 percent on all combinations. Intercoolers, variable multispeed supercharger devices prohibited. The top opening of the supercharger may not exceed 12 inches in length or 5 inches in width. The entire inlet opening must be on/in the upper surface only. The maximum length from the front of the supercharger drive pulley to the leading edge of the rotor is 15 inches. Offset drive pulleys, spacers, modified cases, or attaching methods may not be used to add to the 15-inch maximum. All manifold configurations, supercharger modifications and locations must be accepted prior to competition. The rotors must be driven from the front (both the external drive and the internal gearing. Any inlet/outlet cavity in front of the rotors is restricted to a maximum of 3.000 inches measuring from the face of the bearing plate to the front of the cavity. Supercharger openings must be fixed from the water box until the conclusion of the run. See General Regulations 1:10, 1:11.


Full automobile production systems mandatory. One hydraulic damper, inerter, or damper inerter hybrid, required per wheel for a maximum of four per vehicle. Fabricated units permitted. Rigid-mounted suspensions or straight front axles prohibited. Lockup shocks prohibited. 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. Pneumatic digressive spring devices permitted on rear spring. Digressive spring devices and digressive springs permitted.

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.

Shock absorber control boxes must be NHRA-accepted. A current list of NHRA-accepted control boxes is available on NHRARacer.com. Any connection to the control box to change settings prohibited once car reaches the ready line. All wiring must be visible and easily traceable for the technical inspectors. See General Regulations 3:4.


Chassis must meet SFI Spec 25.1. Chassis must be recertified yearly by NHRA and have serialized sticker affixed to roll cage before participation. See General Regulations 4:4, 4:11, 10:6.

A panel of .032-inch aluminum, .024-inch steel, or carbon fiber must be installed on the inside portion of the roll cage anywhere the driver’s legs can come into contact with the cage (chassis tubing). Panels must be installed in the front and lower portion of the driver’s-side X brace. Panels must attach to the interior side of the tubing, or no farther than the middle of the tubing, with "impact-type" padding attached to the panels. Padding must extend to be flush. Panels must not be attached to rocker bar (7A), Windshield/Roof bar (12A) or Main Hoop (10). Optional padding may be attached to the panels.

An additional panel(s) of .032-inch aluminum, .024-inch steel, or carbon fiber must be installed in the roll cage roof area. The panel(s) must, at a minimum, extend from the driver’s side roof bar to the centerline of the vehicle. For any car built after January 1, 2020, panels must be attached with tabs that are a minimum of 1/8 inch below the top of the roll cage roof tubes. The panel(s) in the Funny Car cage area must be removable for proper chassis certification inspection.


If a Funny Car style helmet shroud is used, all bolts retaining panels to the roll cage need to be a 1/2-inch hex-style head that is easily accessible with the door open. Any portions of the paneling that are not accessible with the door open must be of tongue and groove or similar style retention in order to allow removal once accessible front hex head bolts are removed.

Window net meeting SFI Spec 27.1 mandatory. Seat belt buckle attachment to roll cage prohibited. Window net must release with a quick lock and or spring-loaded mechanism. Window net system must be NHRA-accepted. See NHRA Accepted Products on NHRARacer.com for a list of accepted window net systems. Mechanism for release must have red label and in visible sight for track officials to use externally. See General Regulations 6:3.


Mandatory. See General Regulations 8:4. Master cutoff system must use Modern Racing kit MR-1016-1010 and be configured as shown in diagram on www.NHRARacer.com. Rear bumper switch must be located on the driver’s side of the lower rear tail panel. The push button of the specified switch must be placed in such a manner as to give a safety official an unobstructed view of the button from the rear of the vehicle.

SECTION 6: E3 SPARK PLUGS NHRA PRO MOD DRAG RACING SERIES PRESENTED BY J&A SERVICE, ELECTRICAL: 8, SYSTEM AIR PRESSURE SHUTOFF SWITCH (Page 9) (12/4/2019)

A 60 120 psi normally open-air switch must be installed to prevent the car from starting if system air pressure is below 60 120 psi. In the event the car is losing air pressure during a run, the switch must open when system air pressure goes below 60 120 psi. The switch must run in series with the ignition “run enable” wire. The switch may also trigger the fuel shutoff but is not mandatory. The switch must be wired to not remove power from the Electrimotion Safety Device at any time.


A minimum seven-point six-point driver restraint system meeting SFI Spec 16.1 or 16.5 mandatory. Restraint system must be updated at two-year intervals from date of manufacture. See General Regulations 10:5.

SECTION 6: E3 SPARK PLUGS NHRA PRO MOD DRAG RACING SERIES PRESENTED BY J&A SERVICE, DRIVER: 10, FRESH AIR SYSTEM (7/30/2020)

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 must be supplied by constant pressure (see General Regulations 9:8).
SECTION 6: E3 SPARK PLUGS NHRA PRO MOD DRAG RACING SERIES PRESENTED BY J&A SERVICE, DRIVER: 10, HEAD AND NECK RESTRAINT DEVICE/SYSTEM (Page 10) (7/30/2020)

A head and neck restraint device/system meeting SFI Spec 38.1 is mandatory. See General Regulations 10:8.

SECTION 6: E3 SPARK PLUGS NHRA PRO MOD DRAG RACING SERIES PRESENTED BY J&A SERVICE, DRIVER: 10, HELMET (Page 10) (7/30/2020)

For all cars, a full-face Snell SA2010, or SA2015 or SA2020 helmet and shield mandatory (goggles prohibited). Eject Helmet Removal System (Part # SDR 890-01-30) mandatory and must be installed per manufacturer instructions. A Stand 21 Lid Lifter head sock meeting SFI 3.3 may be used in lieu of the Eject Helmet Removal System. See General Regulations 10:7.

HEAD AND NECK RESTRAINT DEVICE/SYSTEM

A head and neck restraint device/system meeting SFI Spec 38.1 is mandatory. See General Regulations 10:8.

SECTION 6: E3 SPARK PLUGS NHRA PRO MOD DRAG RACING SERIES PRESENTED BY J&A SERVICE, DRIVER: 10, PROTECTIVE EQUIPMENT (Page 10) (7/30/2020)

Driver’s suit meeting SFI Spec 3.2A/20, SFI Spec 3.3/20 gloves, and SFI Spec 3.3/20 boots mandatory for entries. An SFI 3.3 head sock or SFI 3.3 skirted helmet is required on all cars. 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 must be supplied by constant pressure. See General Regulations 10:10.

SECTION 7A: TOP SPORTSMAN, ENGINE: 1, SUPERCHARGER (Page 2) (10/9/2020)

All supercharged entries may utilize a 14-71 (or smaller) standard or hi-helix supercharger. Centrifugal superchargers permitted. OEM-type screw supercharger permitted, all others prohibited. OEM-type screw superchargers do not require a supercharger restraint. “OEM-type” in this case means that it must have originally come with the production engine being used. All cars using 12-71 or 14-71 superchargers must have an SFI 14.2 or 14.3 Supercharger Restraint with approved bag from same manufacturer. All other superchargers require an SFI 14.1, 14.2 or 14.3 Supercharger Restraint. Belt guards shielding both fuel and oil lines are mandatory. 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. Aluminum studs (supercharger-to-manifold) mandatory. See General Regulations 1:10, 1:11.

**SECTION 7A: TOP SPORTSMAN, DRIVER: 10, HELMET (Page 6) (7/30/2020) (8/19/2020)**


**SECTION 7B: TOP DRAGSTER, DRIVER: 10, HELMET (Page 10) (7/30/2020) (8/19/2020)**

For all open-bodied naturally aspirated gasoline- or methanol-burning cars, a full-face Snell M2010, M2015, **M2020**, SA2010, or SA2015 or **SA2020** mandatory; shield mandatory (goggles prohibited). See General Regulations 1:7.

For all open-bodied front-engine or rear-engine supercharged, turbocharged, or nitrous cars, a full-face Snell SA2010, or SA2015 or **SA2020** helmet and shield mandatory (goggles prohibited).

**SECTION 8: SUPER STREET, DRIVER: 10, HELMET (Page 6) (7/30/2020) (8/19/2020)**

For all closed-bodied cars, an open-face or a full-face Snell M2010, M2015, **M2020**, SA2010, or SA2015 or **SA2020** helmet mandatory; shield permitted (goggles prohibited).

For all open-bodied supercharged, turbocharged, or naturally aspirated cars, a full-face Snell M2010, M2015, **M2020**, SA2010, or SA2015 or **SA2020** helmet and shield mandatory (goggles prohibited). See General Regulations 1:7.

**SECTION 8: SUPER STREET, DRIVER: 10, PROTECTIVE EQUIPMENT (Page 6) (10/9/2020)**

Jacket and pants or suit meeting SFI Spec 3.2A/1 mandatory. Driver of any car faster than 135 mph, jacket and pants meeting SFI Spec 3.2A/5 or 3.4/5 and gloves meeting SFI Spec 3.3/1 mandatory, except when automatic transmission is located in driver compartment: jacket and pants or suit meeting SFI Spec 3.2A/15, gloves meeting SFI Spec 3.3/5, and boots or shoes meeting SFI Spec 3.3/5. See General Regulations 10:10.

**SECTION 9: SUPER GAS, DRIVER: 10, HELMET (Page 2) (7/30/2020) (8/19/2020)**

For all closed-bodied cars, a full-face Snell M2010, M2015, **M2020**, SA2010, or SA2015 or **SA2020** helmet mandatory; shield permitted (goggles prohibited).

For all open-bodied supercharged or turbocharged cars, a full-face Snell SA2010, or SA2015 or **SA2020** helmet and shield mandatory (goggles prohibited).

SECTION 9: SUPER GAS, DRIVER: 10, PROTECTIVE EQUIPMENT (Page 2) (10/9/2020)
Jacket and pants meeting SFI Spec 3.2A/5 or 3.4/5 and gloves meeting SFI Spec 3.3/1 mandatory for all cars, except for vehicles, supercharged or turbocharged with alcohol, or when automatic transmission is located in driver compartment: Jacket and pants or suit meeting SFI Spec 3.2A/15, gloves meeting SFI Spec 3.3/5, and boots or shoes meeting SFI Spec 3.3/5. For all open-bodied cars where the driver does not use an SFI 3.3 neck collar (driver who uses head and neck restraint system only), an SFI 3.3 head sock or SFI 3.3 skirted helmet mandatory. See General Regulations 10:10.

Must be correct casting number for year and horsepower claimed. per NHRA Technical Bulletins or NHRA accepted. Porting, polishing, welding, epoxying and acid-porting prohibited. Combustion-chamber modifications prohibited. Cylinder heads are additionally restricted in that they must retain original-size valves at original angles +/- 1 degree and must be able to hold original cylinder-head volume per NHRA Specifications. Runner volumes may not exceed the current Super Stock cylinder-head volumes as listed on www.NHRARacer.com.
Regardless of the poured volume measurement, any modifications to intake or exhaust runners prohibited. Any evidence of modifications from the original castings will be grounds for disqualifications as determined by NHRA in NHRA’s sole and absolute discretion. Any aftermarket steel valve permitted, must retain stock head and stem diameters. Only engines OEM-equipped with sodium-filled valves may use sodium-filled replacement valves. Titanium prohibited. Hardened keepers permitted. Lash caps prohibited. Valve-diameter tolerance: +.005-inch or -.015-inch from NHRA Specs. The following are prohibited: spark-plug adapters; any grinding in ports or combustion chambers; removal of any flashings; sandblasting or any other modification to cylinder head; any film coating of intake and exhaust runners; any film coating of combustion chamber. Runners and combustion chamber must retain OEM appearance. Final acceptance as determined by NHRA in NHRA’s sole and absolute discretion. External modifications prohibited. Intake side of head may not be cut into any part of valve cover bolt holes. Valve-cover bolt holes must remain unaltered and in their original location. Intake manifold bolt holes must remain unaltered in their original location. Heat riser passage may be blocked from intake manifold side of cylinder head. Blocking passage down in valve pocket prohibited. The following are permitted: polylocks, jam nuts, screw-in larger-diameter rocker studs or pinned studs, bronze-wall valve guides, cylinder head studs. Valve spring umbrellas
optional. Cylinder head may have all of the seats replaced. Any valve job permitted, O-ring prohibited. Exhaust plates prohibited.

Must be correct casting number for year and horsepower claimed, per NHRA Technical Bulletins or NHRA accepted. Porting, polishing, welding, epoxying and acid-porting prohibited. Combustion-chamber modifications prohibited. Cylinder heads are additionally restricted in that they must retain original-size valves at original angles +/- 1 degree and must be able to hold original cylinder-head volume per NHRA Specifications. Runner volumes may not exceed the current Super Stock cylinder-head volumes as listed on www.NHRARacer.com. Regardless of the poured volume measurement, any modifications to intake or exhaust runners prohibited. Any evidence of modifications from the original castings will be grounds for disqualifications as determined by NHRA in NHRA’s sole and absolute discretion. Any aftermarket steel valve permitted, must retain stock head and stem diameters. Only engines OEM-equipped with sodium-filled valves may use sodium-filled replacement valves. Titanium prohibited. Hardened keepers permitted. Lash caps prohibited. Valve-diameter tolerance: +.005-inch or -.015-inch from NHRA Specs. The following are prohibited: spark-plug adapters; any grinding in ports or combustion chambers; removal of any flashings; sandblasting or any other modification to cylinder head; any film coating of intake and exhaust runners; any film coating of combustion chamber. Runners and combustion chamber must retain OEM appearance. Final acceptance as determined by NHRA in NHRA’s sole and absolute discretion. External modifications prohibited except for the following, intake side of head may be +/- 2 degrees from OEM angle between combustion chamber surface to intake flange surface, may not be cut into any part of valve cover fastener holes. Only OEM intake fastener holes are permitted, any additional fastener holes are prohibited. Spacer plates between intake manifold and cylinder head prohibited. Valve-cover fastener holes must remain unaltered and in their original location. Heat riser passage may be blocked from intake manifold side of cylinder head. Blocking passage down in valve pocket prohibited. The following are permitted: polylocks, jam nuts, screw-in larger-diameter rocker studs or pinned studs, bronze-wall valve guides, cylinder head studs. Valve spring umbrellas optional. Cylinder head may have all of the seats replaced. Any valve job permitted, O-ring prohibited. Exhaust plates prohibited.

SECTION 11A: STOCK, ENGINE: 1, PISTONS (Page 5) (12/4/2019)

OEM or NHRA-accepted aftermarket replacements permitted provided such items comply with all requirements set forth in this section. Aftermarket pistons permitted, may be forged, billet, or cast and must retain the OEM as-cast or as-forged head configuration. The manufacturer or ID number must remain unaltered and fully visible to determine correct application. Piston may not be remachined for special rings, deck height adjustment, valve relief size, depth, location, or to modify dome or dish. Piston must be of the same overall design with the same dome/dish configuration as OEM piston with the correct number, location, depth, and width of ring grooves. Valve relief and head land
modifications to aftermarket or OEM pistons prohibited. Assembly weight must be equal to or greater than the minimum assembly weight as found on the current Stock Replacement Piston Acceptance List. Any steel pin of OEM diameter permitted. Any lightening of pistons beyond that necessary for normal balancing is strictly prohibited. Lateral and Horizontal Gas porting prohibited. Thermal coating prohibited to top of piston. Thermal coating is permitted on the piston skirts. NHRA-accepted aftermarket pistons and weights are published on NHRARacer.com.

Mandatory in any car running 9.99 or quicker. Roll cage meeting SFI 25.4 or 25.5 is mandatory for all Stock cars running 8.49 or quicker. See General Regulations 4:4, 4:11, 10:6.

SECTION 11: STOCK CARS, DRIVER: 10, HELMET (Page 12) (7/30/2020) (8/19/2020)
For all 10.00 and slower cars, either an open-face or a full-face Snell M2010, M2015, M2020, SA2010, or SA2015 or SA2020 helmet mandatory; shield permitted (goggles prohibited).


SECTION 11: STOCK CARS, DRIVER: 10, PROTECTIVE EQUIPMENT (Page 12) (10/9/2020)
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, FS/AA through FS/L, and in any vehicle running 11.49 or quicker. Jacket and pants meeting SFI Spec 3.2A/5 or 3.4/5 and SFI Spec 3.3/1 gloves mandatory in any vehicle running 9.99 or quicker. See General Regulations 10:10.

DESIGNATIONS
Designation: FSS

Reserved for 2008 and newer Chevrolet COPO, Dodge Drag Pak, and Ford Cobra Jet with the following factory production engine of the same make. Year of engine optional. Only those engines and/or bodies listed in this section are eligible for the Factory Stock Showdown.

Minimum weight for the 2015 Drag Pak combination 3,500 lbs.


Maximum weight on all combinations 3,600 lbs.

Note: NHRA may make adjustments to (minimum weights, supercharger pulley ratios, etc.) at any time to control performance and maintain parity within the category.

Permitted Combinations:
All previously approved Factory Stock Showdown bodies are eligible to be used with the approved engine combinations listed below. Engine must be same make as body.

2017-2018 Camaro COPO 350
- 590 HP Supercharged 2.9L Whipple

2019 Camaro COPO 350
- 630 HP Supercharged 2.65L Magnuson
  - Upper supercharger pulley size: (3.580) (3.250) inches
  - Supercharger rear jack shaft cog pulley 32 teeth
  - Supercharger rear cog pulley 34 teeth

2020 Camaro COPO 350
- 630 HP Supercharged 2.65L Magnuson
  - Upper supercharger pulley size (3.580) (3.250) inches
  - Supercharger rear jack shaft cog pulley 32 teeth
  - Supercharger rear cog pulley 34 teeth

2015 Challenger Drag Pak 354
- 540 HP Supercharged 2.9L Whipple
  - Upper supercharger pulley size: (3.000) inches

2020 Challenger Drag Pak 354
- 630 HP Supercharged 3.0L Whipple
  - Upper supercharger pulley size (3.500) inches

2010 Mustang Cobra Jet 330
- 435 HP Supercharged 2.3L Eaton

2012 Mustang Cobra Jet 330
- 450 HP Supercharged 2.3L Eaton

2016 Mustang Cobra Jet 302
- 575 HP Supercharged 2.9L Whipple

2019 Mustang Cobra Jet 327
- 610 HP Supercharged 3.0L Whipple
• Upper supercharger pulley size: \((4.000) (3.750)\) inches
• Lower engine pulley 6.938 inches

**2019 Mustang Cobra Jet 351**

• 570 HP Supercharged 2.9L Whipple
• Upper supercharger pulley size: (3.500) inches

**SECTION 11B: FACTORY STOCK SHOWDOWN, BODY: 7** (New section after FRAME), SPOILERS (New paragraph added to BODY) (Page16) (1/28/2020)

Rear spoiler permitted must be OEM production for body and year claimed.


Must be correct casting number for year and horsepower claimed, per NHRA Technical Bulletins or NHRA-accepted. Cylinder-head casting must also be on NHRA runner volume list as published on NHRAracer.com. Porting, polishing, welding, epoxying, and acid-porting permitted. Grinding and polishing in combustion chamber permitted. Welding and/or applying epoxy in combustion chamber prohibited. Spark-plug hole must maintain the stock location, size, and angle as machined by the OEM; spark-plug adapters prohibited. Valve-guide centerlines must maintain the stock lateral and front-to-back location as machined by the OEM. Valves must maintain stock angle; valve-stem angle must remain stock, +/- 1 degree. Cylinder head must be able to hold combustion chamber, intake and exhaust runner volumes per NHRA Specifications. Any aftermarket steel valve permitted; must maintain stock head and stem size; titanium valves prohibited. (OEM sodium-filled valve may be replaced with titanium, provided weight is equal to or greater than original.) Valve diameter permitted to be +.005-inch or -.015-inch from published NHRA Technical Bulletins. Angle milling of cylinder head, exhaust and intake mating surfaces permitted. Valve-cover bolt holes must remain unaltered and in their original location. Intake manifold bolt holes must remain in their original location (except SS/AH). Additional intake manifold bolts holes permitted. Spacer plates between intake manifold and cylinder head permitted. Welding or epoxying permitted on external portion of runners for repair only, maximum 2 runners per head. Heat riser passages may be blocked off from intake-manifold side of cylinder head or in exhaust port. The following are permitted: cylinder head studs, polylocks, jam nuts, screw-in or pinned studs. Any valve job accepted. Exhaust plate permitted between header and cylinder head, maximum 1/2-inch; may not protrude into exhaust port. Cylinder head may have all seats replaced.

Must be correct casting number for year and horsepower claimed, per NHRA Technical Bulletins or NHRA-accepted. Cylinder-head casting must also be on NHRA runner volume list as published on NHRAracer.com. Porting, polishing, welding, epoxying, and acid-porting permitted. Grinding and polishing in combustion chamber permitted. Welding and/or applying epoxy in combustion chamber prohibited. Spark-plug hole must maintain the stock location, size, and angle as machined by the OEM; spark-plug adapters prohibited. Valve-guide
centerlines must maintain the stock lateral and front-to-back location as machined by the OEM. Valves must maintain stock angle; valve-stem angle must remain stock, +/- 1 degree. Cylinder head must be able to hold combustion chamber, intake and exhaust runner volumes per NHRA Specifications. Any aftermarket steel valve permitted; must maintain stock head and stem size; titanium valves prohibited. (OEM sodium-filled valve may be replaced with titanium, provided weight is equal to or greater than original.) Valve diameter permitted to be +.005-inch or -.015-inch from published NHRA Technical Bulletins. External modifications prohibited except for the following, intake-side of head may be +/- 2 degrees from OEM angle between combustion chamber surface to intake flange surface, may not be cut into any part of valve-cover fastener holes (except for SS/AH). Intake manifold fastener holes must remain unaltered in their original location. Only OEM intake fastener holes are permitted, any additional fastener holes are prohibited. Spacer plates between intake manifold and cylinder head prohibited. Valve-cover fastener holes must remain unaltered and in their original location. Welding or epoxying permitted on external portion of runners for repair only, maximum 2 runners per head. Heat riser passages may be blocked off from intake-manifold side of cylinder head or in exhaust port. The following are permitted: cylinder head studs, polylocks, jam nuts, screw-in or pinned studs. Any valve job accepted. Exhaust plate permitted between header and cylinder head, maximum 1/2-inch; may not protrude into exhaust port. Cylinder head may have all seats replaced.

SECTION 12A: SUPER STOCK, BRAKES AND SUSPENSION: 3, STEERING
(New paragraph after SHOCKS) (Page 6) (1/28/2020)

Mandatory in SS/A through SS/I, SS/AH through SS/IA, FSS/A through FSS/M, and any car running 9.99 or quicker. Roll cage meeting SFI 25.4 or 25.5 is mandatory for all Super Stock cars running 8.49 or quicker. See General Regulations 4:4, 4:11,10:6.

SECTION 12A: SUPER STOCK, DRIVER: 10, HELMET (Page 12) (7/30/2020) (8/19/2020)
For all 10.00 and slower cars, either an open-face or a full-face Snell M2010, M2015, M2020, SA2010, or SA2015 or SA2020 helmet mandatory; shield permitted (goggles prohibited).

SECTION 12A: SUPER STOCK, DRIVER: 10, PROTECTIVE EQUIPMENT (Page 11) (10/9/2020)

All drivers are required to wear 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. SFI Spec 3.3/1 gloves mandatory in any vehicle running 9.99 or quicker. See General Regulations 10:10.

Jacket and pants meeting SFI Spec 3.2A/5 or 3.4/5 mandatory in SS/A through SS/I, SS/AH through SS/IA, and FSS/A through FSS/M 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.

SECTION 12B: SUPER STOCK/GT, CLASS WEIGHT BREAKS (Changes only to FGT, GT remains the same) (Page 12) (1/28/2020) (1/31/2020) (2/3/2020)

CLASS WEIGHT BREAKS
(based on pounds per NHRA-factored horsepower)

<table>
<thead>
<tr>
<th>FGT/A</th>
<th>6.00 to 6.49</th>
<th>5.00 to 5.49</th>
<th>FGT/L</th>
<th>11.50 to 11.99</th>
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<tr>
<td>FGT/B</td>
<td>6.50 to 6.99</td>
<td>5.50 to 5.99</td>
<td>FGT/M</td>
<td>12.00 to 12.49</td>
<td>11.00 to 11.99</td>
</tr>
<tr>
<td>FGT/C</td>
<td>7.00 to 7.49</td>
<td>6.00 to 6.49</td>
<td>FGT/N</td>
<td>12.50 to 12.99</td>
<td></td>
</tr>
<tr>
<td>FGT/D</td>
<td>7.50 to 7.99</td>
<td>6.50 to 6.99</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>FGT/E</td>
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<td></td>
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</tr>
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<td>7.50 to 7.99</td>
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</tr>
<tr>
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</tr>
<tr>
<td>FGT/H</td>
<td>9.50 to 9.99</td>
<td>8.50 to 8.99</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>FGT/I</td>
<td>10.00 to 10.49</td>
<td>9.00 to 9.49</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
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<td>10.00 to 10.49</td>
<td>10.99</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>


Mandatory in GT/A through GT/G, GT/AA through GT/KA, FGT/A through FGT/J, and in any vehicle running 9.99 or quicker. Roll cage meeting SFI 25.4 or 25.5 is mandatory for all Super Stock cars running 8.49 or quicker. See General Regulations 4:4, 4:11, 10:6.


Mandatory in GT/A through GT/K, GT/AA through GT/KA, FGT/A through FGT/N, and in any vehicle running 9.99 or quicker. Roll cage meeting SFI 25.4 or 25.5 is mandatory for all Super Stock cars running 8.49 or quicker. See General Regulations 4:4, 4:11, 10:6.
SECTION 12B: SUPER STOCK/GT, DRIVER: 10, PROTECTIVE CLOTHING (Page 15) (10/9/2020)
Jacket and pants meeting SFI Spec 3.2A/5 or 3.4/5 mandatory in GT/A through GT/G, GT/AA through GT/GA, and FGT/A through FGT/J 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.

Mandatory. Roll cage meeting SFI 25.4 or 25.5 is mandatory for all Super Stock trucks running 8.49 or quicker. See General Regulations 4:4, 4:11, 10:6.

SECTION 12C: GT/TRUCK, DRIVER: 10, PROTECTIVE EQUIPMENT (Page 17) (10/9/2020)
Jacket and pants meeting SFI Spec 3.2A/5 or 3.4/5 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 12D: MODIFIED STOCK, FRAME: 4, ROLL CAGE (Page 20) (12/4/2019)
Mandatory in AS through DS. Roll cage meeting SFI 25.4 or 25.5 is mandatory for all Super Stock cars running 8.49 or quicker. See General Regulations 4:4, 4:11, 10:6.

SECTION 12D: MODIFIED STOCK, DRIVER: 10, PROTECTIVE EQUIPMENT (Page 22) (10/9/2020)
Jacket and pants meeting SFI Spec 3.2A/5 or 3.4/5 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.

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 4:4, 4:11, 10:6.

Roll bar mandatory in SS/TC and SS/TD or any truck running 11.49 seconds or quicker. Roll cage mandatory in 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 4:10.
SECTION 12E: MODIFIED TRUCK, DRIVER: 10, PROTECTIVE EQUIPMENT (Page 24) (10/9/2020)
Jacket and pants meeting SFI Spec 3.2A/5 or 3.4/5 mandatory. SFI Spec 3.3/1 gloves mandatory in any vehicle running 9.99 or quicker. See General Regulations 10:10.

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 4:4, 4:11, 10:6.

SECTION 12F: MODIFIED, DRIVER: 10, PROTECTIVE EQUIPMENT (Page 29) (10/9/2020)
Jacket and pants meeting SFI Spec 3.2A/5 or 3.4/5 mandatory. SFI Spec 3.3/1 gloves mandatory in any vehicle running 9.99 or quicker. See General Regulations 10:10.

Mandatory in AX, BX, and DX. Roll cage meeting SFI 25.4 or 25.5 is mandatory for all Super Stock cars running 8.49 or quicker. See General Regulations 4:4, 4:11, 10:6.

SECTION 12G: SUPER STOCK/MX, DRIVER: 10, PROTECTIVE EQUIPMENT (Page 35) (10/9/2020)
Jacket and pants meeting SFI Spec 3.2A/5 or 3.4/5 mandatory in AX, BX, DX, 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 13A: GAS DRAGSTER DRIVER: 10, HELMET (Page 9) (7/30/2020) (8/19/2020)

SECTION 13A: GAS DRAGSTER, DRIVER: 10, PROTECTIVE EQUIPMENT (Page 10) (10/9/2020)
Jacket and pants meeting SFI Spec 3.2A/5 or 3.4/5 and gloves meeting SFI Spec 3.3/1 mandatory, except cars running 7.49 or quicker, jacket and pants or suit meeting SFI Spec 3.2A/15, gloves meeting SFI Spec 3.3/5, and boots or shoes meeting SFI Spec 3.3/5 mandatory. A suit meeting SFI Spec 3.2A/15, gloves meeting SFI Spec 3.3/5, and boots or shoes meeting SFI Spec 3.3/5 mandatory
when automatic transmission is located in driver compartment. H/D and I/D require a driver’s suit meeting SFI Spec 3.2A/15 with SFI Spec 3.3/15 gloves and SFI Spec 3.3/15 boots. Drivers of all front-engine cars required to have an SFI 3.3 head sock or an SFI 3.3 skirted helmet. All drivers who do not use an SFI 3.3 neck collar (drivers who use head and neck restraint system only), an SFI 3.3 head sock or SFI 3.3 skirted helmet mandatory. See General Regulations 10:10.

SECTION 13B: ECONO DRAGSTER, DRIVER: 10, HELMET (Page 13) (7/30/2020) (8/19/2020)

SECTION 13B: ECONO DRAGSTER, DRIVER: 10, PROTECTIVE EQUIPMENT (Page 14) (10/9/2020)
Jacket and pants meeting SFI Spec 3.2A/5 or 3.4/5 and gloves meeting SFI Spec 3.3/1 mandatory, except cars running 7.49 or quicker, jacket and pants or suit meeting SFI Spec 3.2A/15, gloves meeting SFI Spec 3.3/5, and boots or shoes meeting SFI Spec 3.3/5 mandatory. A suit meeting SFI Spec 3.2A/15, gloves meeting SFI Spec 3.3/5, and boots or shoes meeting SFI Spec 3.3/5 mandatory when automatic transmission is located in driver compartment. Drivers of all front-engine cars required to have an SFI 3.3 head sock or an SFI 3.3 skirted helmet. All drivers who do not use an SFI 3.3 neck collar (drivers who use head and neck restraint system only), an SFI 3.3 head sock or SFI 3.3 skirted helmet mandatory. See General Regulations 10:10.

SECTION 13C: NOSTALGIA DRAGSTER, DRIVER: 10, HELMET (Page 16) (7/30/2020)
For all cars, a full-face Snell SA2010, or SA2015 or SA2020 helmet and shield mandatory (goggles prohibited). See General Regulations 10:7.


For all front-engine, open-bodied, supercharged or turbocharged cars, a full-face Snell SA2010, or SA2015 or SA2020 helmet and shield mandatory (goggles prohibited).

SECTION 13D ALTERED AND STREET ROADSTER, DRIVER: 10, PROTECTIVE EQUIPMENT (Page 26) (10/9/2020)

For naturally aspirated closed-bodied cars, jacket and pants meeting SFI Spec 3.2A/5 or 3.4/5, and gloves meeting SFI Spec 3.3/1 mandatory, except cars running 7.49 or quicker, jacket and pants or suit meeting SFI Spec 3.2A/15, gloves meeting SFI Spec 3.3/5, and boots or shoes meeting SFI Spec 3.3/5 mandatory.

For naturally aspirated open-bodied cars, jacket and pants meeting SFI Spec 3.2A/5 or 3.4/5, gloves meeting SFI Spec 3.3/5, and boots or shoes meeting SFI Spec 3.3/5 mandatory, except cars running 7.49 or quicker, jacket and pants or suit meeting SFI Spec 3.2A/15 mandatory.

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

For supercharged or turbocharged closed-bodied (gasoline-burning) cars, jacket and pants meeting SFI Spec 3.2A/5 or 3.4/5, gloves meeting SFI Spec 3.3/5, and boots or shoes meeting SFI Spec 3.3/5 mandatory, except cars running 7.49 or quicker, jacket and pants or suit meeting SFI Spec 3.2A/15 mandatory. For supercharged or turbocharged open-bodied cars and closed-bodied methanol-burning cars, a suit meeting SFI Spec 3.2A/15, gloves meeting SFI Spec 3.3/15 and boots or shoes meeting SFI Spec 3.3/15 mandatory. A suit meeting SFI Spec 3.2A/15, gloves meeting SFI Spec 3.3/5, and boots or shoes meeting SFI Spec 3.3/5 mandatory when automatic transmission (or converter) is located in driver compartment.

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

SECTION 13E: ALTERED TRUCK, DRIVER: 10, HELMET (Page 31) (7/30/2020) (8/19/2020)


SECTION 13E: ALTERED TRUCK, DRIVER: 10, PROTECTIVE EQUIPMENT (Page 31) (10/9/2020)

Jacket and pants meeting SFI Spec 3.2A/5 or 3.4/5, gloves meeting SFI Spec 3.3/1, and shoes meeting SFI Spec 3.3/1 mandatory, except cars running 7.49 or quicker, jacket and pants or suit meeting SFI Spec 3.2A/15, gloves meeting SFI
Spec 3.3/5, and boots or shoes meeting SFI Spec 3.3/5 mandatory. An SFI 3.3 head sock or SFI 3.3 skirted helmet is required on all cars 7.49 and quicker, where a neck collar is not used. See General Regulations 10:10.

SECTION 13F: ECONO ALTERED, DRIVER: 10, HELMET (Page 36) (7/30/2020) (8/19/2020)
For all closed-bodied cars, a full-face Snell M2010, M2015, M2020, SA2010, or SA2015 or SA2020 helmet mandatory; shield mandatory in cars 7.49 seconds or quicker (goggles prohibited).


SECTION 13G: SUPER MODIFIED, DRIVER: 10, HELMET (Page 37) (7/30/2020) (8/19/2020)

SECTION 13H: SUPER MODIFIED, DRIVER: 10, PROTECTIVE EQUIPMENT (Page 44) (10/9/2020)
Jacket and pants meeting SFI Spec 3.2A/5 or 3.4/5 and gloves meeting SFI Spec 3.3/1 mandatory, except cars running 7.49 or quicker, jacket and pants or suit meeting SFI Spec 3.2A/15, gloves meeting SFI Spec 3.3/5, and boots or shoes meeting SFI Spec 3.3/5 mandatory. An SFI 3.3 head sock or SFI 3.3 skirted helmet is required on all cars 7.49 and quicker, where a neck collar is not used. See General Regulations 10:10.

SECTION 13J: FSS/SM FACTORY STOCK SHOWDOWN CARS, DESIGNATION (Page 45) (7/30/2020)

DESIGNATION
FS/SM (Factory Stock Showdown Cars: FSS) All rules for FSS will apply and competitors will be required to utilize the Sunoco spec fuel for Competition Eliminator. In addition, competitors will be need to acquire a Competition Eliminator license.

SECTION 14: TOP ALCOHOL DRAGSTER, FRAME: 4, HELMET SHROUD/DEFLECTOR PLATE (Page 7) (1/16/2020)
All vehicles in Top Alcohol Dragster must have a rear roll-cage shroud. A one-, two-, or three-piece shroud is acceptable. The shroud must be constructed of minimum .075-inch Grade 2 ASTM-B-265 titanium or .090-inch 4130 steel and must be shaped to conform to the roll cage. The shroud must be attached to each of the side bars with a minimum of three 5/16-inch Grade 8 bolts and bosses per side, to the top with one 5/16-inch Grade 8 bolt and boss, and to the rear bars with a minimum of two 5/16-inch Grade 8 bolts and bosses per side.
Bolt heads must be 1/2-inch hex-style head. Tabs with bolt and nut, where the nut is welded to the tab, may be used in place of the bosses.

NHRA-accepted helmet shrouds must be made as a one-piece shroud, a two-piece shroud, where each half must overlap; or a three-piece shroud, that includes two side shields and the center section.

All shrouds must fully encapsulate the rear braces and the secondary roll-cage hoop on the sides and top; when viewed from the rear, the shroud must cover the complete visible rollcage structure. On the bottom, the entire shroud must extend fully down to the centerline of the shoulder hoop; on the top and sides, the entire shroud must extend fully forward to at least the centerline of the side bars.

When the shroud is fabricated as a two-piece unit, the components must overlap a minimum of 3/4-inch per side.

On a three-piece shroud, the center/rear section of the shroud may stand off from/behind the side pieces by no more than 3/4 inches at any point and must overlap each side a minimum of 1 1/2 inches. The side shrouds must extend to the centerline of the rear hoops.

The shroud must be installed flush with or be filled/sealed to the upper roll-cage bars and shoulder hoop so that protective equipment cannot catch between the shroud and the roll-cage components. Absolutely no components may be mounted to the helmet shroud or deflector plate above the top of the shoulder hoop.

A deflector plate, minimum 1/8-inch 6061 T6 aluminum or 1/16- inch steel or titanium, must be installed between roll cage and engine. The deflector plate must extend from 1 inch above top blower pulley to 1 inch below bottom pulley and be a minimum 10 inches wide from shoulder bar to highest point. On any enclosed engine/driver configuration, a full bulkhead must be installed to completely seal driver from the engine. Minimum attachment for any plate is four 5/16-inch Grade 8 bolts. Bolt heads must be 1/2-inch hex-style head. See General Regulations 4:3.

All deflector plates must be stamped by manufacturer of the bulkhead to certify that the proper material was used. The stamp must be in a location for easy inspection.

**SECTION 14: TOP ALCOHOL DRAGSTER, DRIVER:10, HELMET (Page 11)**

(7/30/2020)

For all cars, a full-face Snell SA2010 or SA2015 or SA2020 helmet and shield mandatory (goggles prohibited). Eject Helmet Removal System (part number SDR 890-01-30) mandatory and must be installed per manufacturer instructions.
A Stand 21 Lid Lifter head sock meeting SFI 3.3 may be used in lieu of the Eject Helmet Removal System. See General Regulations 10:7.

SECTION 15: TOP ALCOHOL FUNNY CAR, DRIVER:10, FRESH AIR SYSTEM (new paragraph before HEAD AND NECK RERAINT/SYSTEM) (Page 8) (7/30/2020)

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 must be supplied by constant pressure (see General Regulations 9:8).

SECTION 15: TOP ALCOHOL FUNNY CAR, DRIVER:10, PROTECTIVE CLOTHING (Page 8) (7/30/2020)

Driver’s suit meeting SFI Spec 3.2A/20, gloves 3.3/20, boots 3.3/20, and head sock 3.3 mandatory. All jacket and pants or driver suits that meet 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, 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.


DESIGNATION

PRO, preceded by motorcycle number.

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

Harley-Davidson (must be NHRA-accepted) (up to 160 cid; 60-degree angle, 2-valve, pushrod) - 626 640 pounds

Victory S and S (must be NHRA-accepted) (up to 160 cid; 60-degree angle, 2-valve, pushrod) - 625 640 pounds

American pushrod V-Twin (must be NHRA-accepted) (up to 160 cid; 60-degree angle, 2-valve, pushrod) - 625 640 pounds

Kawasaki (must be NHRA-accepted) (up to 107 cid, 2- or 4-valve) - 575 pounds

Suzuki (must be NHRA-accepted)
(up to 107 cid, 2-valve) - 590 pounds
(up to 107 cid, 4-valve) – 600 pounds

Suzuki (must be NHRA-accepted)
(up to 113 cid, 2-valve) - 600 pounds
(up to 113 cid, 4-valve) – 610 pounds

Once an engine is used in a motorcycle at an event, that engine Cannot be used in another motorcycle for the duration of the event. Engine shall consist of engine cases, crankshaft, block, and cylinder heads. Cases and heads will be serialized or otherwise identified at each event. NHRA reserves the right to adjust weights as performance dictates.

SECTION 16: PRO STOCK MOTORCYCLE, DRIVER:10, HELMET (Page 6)
(7/30/2020) (8/19/2020)
Full-face Snell M2010, M2015, M2020, SA2010, or SA2015 or SA2020 helmet with shield mandatory (goggles prohibited). Eject Helmet Removal System (part number SDR 890-01-30) mandatory and must be installed per manufacturer instructions. A Stand 21 Lid Lifter head sock meeting SFI 3.3 may be used in lieu of the Eject Helmet Removal System. See General Regulations 10:7.

SECTION 17: PRO STOCK, ENGINE: 1, CYLINDER HEADS (Page 1)
(12/4/2019)
Hemi, canted-valve or wedge cast heads permitted. Billet heads prohibited. Aftermarket heads permitted if designed and cast with OEM approval, and currently accepted by NHRA. Accepted cylinder heads: (Hemi cylinder head, part/casting number P4876833, P5155936 or part/casting number P5153447), (DRCE cylinder head, part/casting number 22530959, DRCE II cylinder head, part/casting number 24502585, DRCE III cylinder head, part/casting number 25534404 or the DRCE IV cylinder head, part/casting number 25534404F, casting number 25534404) (Ford cylinder head, part/casting number M-6049-E460, or part/casting number M-6010-JC50, or part casting number M-6010-JC51). All heads designed and cast after 2/1/1991 must include OEM part/casting number plus OEM logo identification, and must be NHRA-accepted. Any valve configuration or valve size permitted. Stock valve cover mounting surface and head height (thickness) at highest valve cover surface mandatory. Ports may be raised. Port plates permitted, may be higher than head, no wider than 1 1/2 inches, may not be recessed into head more than plate width. Plates permitted on intake or exhaust side, not both. Maximum two valves per cylinder; maximum one spark plug per cylinder.

SECTION 17: PRO STOCK, BRAKES AND SUSPENSION: 3, SUSPENSION
(Page 4) (12/4/2019)
Full automobile production systems mandatory. On NHRA-accepted 4-link suspension systems, when quick-pins are used, pins must have an attachment to
keep them from falling onto racing surface when not in use. One hydraulic damper, inverter, or damper inverter hybrid, required per wheel, for a maximum of four per vehicle. Fabricated units permitted. Rigid-mounted suspensions or straight front axles prohibited.

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 controlled, hydraulic shocks and/or struts are permitted, provided all adjustment settings changes are preset before the run. **Digressive spring devices prohibited on rear springs. Digressive spring devices and digressive springs prohibited.** 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. A current list of NHRA-accepted control boxes is available on NHRA Racer.com. Shock strut may have a maximum of three air lines connected to an air bottle. See General Regulations 3:4.

**SECTION 17: PRO STOCK, FRAME: 4, HELMET SHROUD (Optional) (Add new section after GROUND CLEARANCE) (Page 5) (12/4/2019)**

*If a Funny Car style helmet shroud is used, all bolts retaining panels to the roll cage need to be a 1/2- inch hex-style head that is easily accessible with the door open. Any portions of the paneling that are not accessible with the door open must be of tongue and groove or similar style retention in order to allow removal once accessible front hex head bolts are removed.*


Chassis must meet SFI Spec 25.1. Chassis must be recertified yearly by NHRA and have serialized sticker affixed to roll cage before participation. See General Regulations 4:4, 4:11, 10:6.

A panel of .032-inch aluminum, .024-inch steel, or carbon fiber must be installed on the inside portion of the roll cage anywhere the driver’s legs can come into contact with the cage (chassis tubing). Panels must be installed in the front and lower portion of the driver’s side X brace. Panels must attach to the interior side of the tubing, or no farther than the middle of the tubing, with “impact-type” padding attached to the panels. Padding must extend to be flush. Panels must not be attached to rocker bar (7A), Windshield/Roof bar (12A) or Main Hoop (10).
Optional padding may be attached to the panels. See General Regulations 4:4, 4:11, 10:6.

For any car built after January 1, 2020 additional panel(s) of .032-inch aluminum, .024-inch steel, or carbon fiber must be installed in the roll cage roof area. The panel(s) must, at a minimum, extend from the driver's side roof bar to the centerline of the vehicle. Panels must be attached with tabs that are a minimum of 1/8 inch below the top of the roll cage roof tubes. The panel(s) in the Funny Car cage area must be removable for proper chassis certification inspection.

For any car built prior to January 1, 2020 additional panel(s) of .032-inch aluminum, .024-inch steel, or carbon fiber must be installed in the roll cage roof area. The panel(s) must, at a minimum, extend from the driver's side roof bar to the centerline of the vehicle. Panels may either be attached with bands or welded in tabs. The panel(s) in the Funny Car cage area must be removable for proper chassis certification inspection.

SECTION 17: PRO STOCK, INTERIOR: 6, SHEET METAL (Page 7) (12/4/2019)

Driver compartment interior must be aluminum, steel, or NHRA accepted carbon fiber. Magnesium prohibited. Sheet metal may not extend into rear window any higher than wheel tubs. Transmission case and lines must be fully enclosed in a tunnel constructed of aluminum, steel, or carbon fiber. Trunk must be completely separated from driver compartment with firewall. See General Regulations 6:1.

SECTION 17: PRO STOCK, INTERIOR: 6, WINDOW NET (Page 7) (12/4/2019)

Window net meeting SFI Spec 27.1 mandatory. Window nets must be either ribbon or mesh type. No solid material type. Seat belt buckle attachment to roll cage prohibited. Window net must release with a quick lock and or spring-loaded mechanism. Window net system must be NHRA-accepted. See NHRA Accepted Products on NHRARacer.com for a list of accepted window net systems. Mechanism for release must have red label and in visible sight for track officials to use externally. See General Regulations 6:3.

SECTION 17: PRO STOCK, ELECTRICAL: 8, MASTER CUTOFF (Page 10) (12/4/2019) (1/16/2020)

Mandatory. See General Regulations 8:4. Master cutoff system must use Modern Racing kit MR-1016-1010 and be configured as shown in diagram on www.NHRARacer.com. Rear bumper switch must be located on the driver's side of the lower rear tail panel. The push button of the specified switch must be placed in such a manner as to give a safety official an unobstructed view of the button from the rear of the vehicle.
SECTION 17: PRO STOCK, ELECTRICAL: 8, SYSTEM AIR PRESSURE SWITCH (Page 10) (12/4/2019)
A **60 120** psi normally open-air switch must be installed to prevent the car from starting if system air pressure is below **60 120** psi. In the event the car is losing air pressure during a run, the switch must open when system air pressure goes below **60 120** psi. The switch must run in series with the ignition “run enable” wire. The switch may also trigger the fuel shutoff but is not mandatory. The switch must be wired to not remove power from the Electrimotion Safety Device at any time.

SECTION 17: PRO STOCK, DRIVER: 10, DRIVER RESTRAINT SYSTEM (Page 11) (12/4/2019)
A minimum seven-point dDriver restraint system meeting SFI Spec 16.1 or 16.5 mandatory. Restraint system must be updated at two-year intervals from date of manufacture. See General Regulations 10:5.

SECTION 17: PRO STOCK, DRIVER:10, HELMET (Page 12) (7/30/2020) (8/9/2020)
Full-face helmet meeting Snell M2010, M2015, **M2020**, SA2010, or SA2015 or **SA2020** mandatory; shield mandatory (goggles prohibited). Eject Helmet Removal System (part number SDR 890-01- 30) mandatory and must be installed per manufacturer instructions. A Stand 21 Lid Lifter head sock meeting SFI 3.3 may be used in lieu of the Eject Helmet Removal System. See General Regulations 10:7.

SECTION 18: FUNNY CAR, ENGINE: 1, ENGINE (Page 2) (1/28/2020)
Any internal-combustion, NHRA-accepted, reciprocating, 90-degree V-8, single-camshaft, automotive-type engine permitted. Multi and/or overhead cam configuration prohibited. Maximum 500 cid; maximum bore center spacing 4.800 inches; maximum cam centerline 5.400 inches, maximum two valves per cylinder. Only one cylinder-head design is acceptable:
- Intake valve angle of 35 degrees, + or - 1 degree
- Intake valve size maximum: 2.470 inches
- **Exhaust valve size maximum: 1.925 inches**
- Exhaust valve angle of 21 degrees, + or - 1 degree
- **Combined intake and exhaust valve size maximum: 4.395 Inches**
- Bore size: 4.1875 inches, +.004-inch
- Cam Core Size: 60 mm maximum

Engine block must be forged aluminum and NHRA-accepted. Cast aluminum blocks prohibited.

Dry-sump oil system mandatory. Dry-sump system tank must be mounted inside framerails. Engine must be equipped with an NHRA-accepted SFI Spec 7.1 lower engine ballistic/restraint flexible type device. 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 gasket(s). 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 from extruding. An inner diaper, Taylor part number 001-ID-FC, NitroSew part number 4028, KMS Bucket 001, or DJ Safety part number 750500.wet mandatory. Carbon fiber/composite oil pan prohibited.

SECTION 18: FUNNY CAR, ENGINE: 1, OIL RETENTION DEVICE (Page 4) (1/24/2019)

Engine oil-retention pan mandatory. Minimum material, .050-inch aluminum or .040-inch carbon fiber/Kevlar. Pan must extend rearward of the motor plate a minimum of 3 inches to capture oil from rear main seal. Pan length from motor plate forward must extend a minimum 3 inches forward of the front face of the lower pulley but no longer than 20 inches in front of the engine block. A longer pan to provide improved oil retention is acceptable; however, Pan must not extend under driver’s seat or provide air passages that would be considered enhanced ground effects. Pan may be no wider than outside edge of the bottom framerails and must extend to the top of the upper framerails. Pan must be either a one-piece design or constructed as to be sealed as a retention device to retain oil. Must have minimum 4-inch-high bulkhead on front and minimum 2-inch-high bulkhead on rear for oil retention during acceleration and deceleration. Bulkheads must be “coved” toward oil pan to assist in staying within the confines of the bulkheads. A nonflammable, oil-absorbent liner mandatory inside of retention device. All holes, cracks, or other openings must be plugged to prevent oil from leaking out of oil-retention pan.

SECTION 18: FUNNY CAR, DRIVETRAIN: 2, TRANSMISSION (Page 6) (10/9/2020)


SECTION 18: FUNNY CAR, BRAKES AND SUSPENSION: 3, WHEELIE BARS (8/19/2020)

Mandatory; must be functional. Steel and titanium wheelie bars permitted, carbon fiber prohibited. Wheels must be nonmetallic. Pressure sensors and parachute nets permitted. No other devices of any kind may be attached to the wheelie bar (e.g. cameras, other sensors etc.). See General Regulations 3:6.


Bodies must be equipped with two independent NHRA accepted front-release locking latch assemblies. Beginning January 1, 2021 May 14, 2020 An optional an NHRA-accepted tethering system may must be installed in conjunction with the dual latching system. See Accepted Products for front latch and tethering system specifications. All front latches and tethering systems must be accepted by NHRA officials. Contact NHRA Technical Services Department for design requirements and specifications. No part of the front-release handles may extend beyond the front overhang limit.


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 by pulling pin. Pin must be 3/8 inch diameter minimum. 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. Rear saddle must be closed design, preventing pin from coming out of saddle without pulling pin. **Rear saddle brackets must use bolts with 9/16” or 1/2” hex-style heads when connecting to the chassis. 1/2” hex-style heads must be clearly marked in red.** Contact NHRA Technical Services Department for acceptable design, operation, and installation.

**SECTION 18: FUNNY CAR, ELECTRICAL: 8, SYSTEM AIR PRESSURE SWITCH (Page 14) (12/4/2019)**

A 60 120 psi normally open-air switch must be installed to prevent the car from starting if system air pressure is below 60 120 psi. In the event the car is losing air pressure during a run, the switch must open when system air pressure goes below 60 120 psi. The switch must run in series with the ignition “run enable” wire. The switch may also trigger the fuel shutoff **and the throttle release** but is not mandatory. The switch must be wired to not remove power from the Electrimotion Safety Device at any time.

**SECTION 18: FUNNY CAR, DRIVER:10, FRESH AIR SYSTEM (New paragraph before HEAD AND NECK RESTRAINT SYSTEM) (Page16) (7/30/2020) (10/9/2020)**

A 3000 PSI, 112 cubic inches minimum capacity 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 FIA, SFI and/or Snell specs with fresh air system installed. Compressed air only. Air must be supplied by constant pressure (see General Regulations 9:8).**

**SECTION 18: FUNNY CAR, DRIVER:10, HELMET (Page16) (7/30/2020)**

Full-face helmet meeting Snell SA2010, or-SA2015 or SA2020, FIA 8860-2010, 8860-2015 or 8860-2018 with shield mandatory. Eject Helmet Removal System (part number SDR 890-01-30) mandatory and must be installed per manufacturer instructions. A Stand 21 Lid Lifter head sock meeting SFI 3.3 may be used in lieu of the Eject Helmet Removal System. See General Regulations 10:7.

**SECTION 18: FUNNY CAR, DRIVER:10, PROTECTIVE CLOTHING (Page16) (7/30/2020)**

Driver’s suit meeting SFI Spec 3.2A/20, long sleeve underwear shirt meeting SFI 3.3, long underwear pants meeting SFI 3.3, SFI Spec 3.3/20 gloves, glove underliners made of flame retardant material, SFI Spec 3.3/20 boots, socks meeting SFI 3.3, SFI Spec 3.3 head sock, and SFI Spec 3.3/10 helmet skirt mandatory. A shoe meeting SFI Spec 3.3/20 constructed such that the flame-retardant material is at least six inches above the heel may be used in lieu of a 3.3/20 boot. All jacket/pants or suits meeting SFI Spec 3.2A/20 must be recertified on a five-year
interval. All clothing containing metal or plastic prohibited. Undergarments that are worn in addition to those mandated that are made of flammable materials (e.g. nylon, rayon, polyester, spandex etc.) are prohibited. All jewelry prohibited. A 3000 PSI, 112 cubic inches minimum capacity 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 must be supplied by constant pressure. See General Regulations 10:10.

SECTION 19: TOP FUEL DRAGSTER, ENGINE: 1, ENGINE (Page 2) (1/28/2020)
Any NHRA-accepted, reciprocating, 90-degree V-8, singlecamshaft, automotive-type engine permitted. Multi-valve and/or overhead-cam engines prohibited. Maximum 500 cid; maximum bore center spacing 4.800 inches; maximum cam centerline 5.400 inches, maximum two valves per cylinder. Only one cylinder-head design is acceptable:

- Intake valve angle of 35 degrees, + or - 1 degree
- Intake valve size maximum: 2.470 inches
- Exhaust valve size maximum: 1.925 inches
- Exhaust valve angle of 21 degrees, + or - 1 degree
- Combined intake and exhaust valve size maximum: 4.395 inches
- Bore size: 4.1875 inches, +.004-inch
- Cam Core Size (measured in block): 60 mm maximum

Engine block must be forged aluminum and NHRA-accepted. Cast aluminum blocks prohibited.

Dry-sump oil system permitted. Dry-sump tank must be mounted inside framerails. Engine must be equipped with an NHRA-accepted SFI Spec 7.1 lower engine ballistic/ restraint flexible type device and SFI Spec 14.4 valve cover blanket. End rail at rear of motor must be covered with ballistic material. 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 gasket(s). 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 from extruding. An inner diaper, Taylor part number 002-ID-TF, NitroSew part number 4028, or DJ Safety part number 750500.wet mandatory. Carbon fiber/composite oil pan prohibited.

SECTION 19: TOP FUEL DRAGSTER, DRIVETRAIN: 2, TRANSMISSION (Page 6) (10/9/2020)

SECTION 19: TOP FUEL DRAGSTER, BRAKES AND SUSPENSION: 3, WHEELIE BARS (8/19/2020)
Mandatory; must be functional. Steel and titanium wheelie bars permitted, carbon fiber prohibited. Wheels must be nonmetallic. Maximum height 4 inches. Measured from racing surface to bottom of wheels. Pressure sensors and parachute nets permitted. No other devices of any kind may be attached to the wheelie bar (e.g. cameras, other sensors etc.). See General Regulations 3:6.

SECTION 19: TOP FUEL DRAGSTER, FRAME: 4, HELMET SHROUD/DEFLECTOR PLATE (Page 7) (1/16/2020)

All vehicles in Top Fuel must have a rear roll-cage shroud. A one-, two-, or three-piece shroud is acceptable. The shroud must be constructed of minimum .075-inch Grade 2 ASTM-B-265 titanium or .090-inch 4130 steel and must be shaped to conform to the roll cage. The shroud must be attached to each of the side bars with a minimum of three 5/16-inch Grade 8 bolts and bosses per side, to the top with one 5/16-inch Grade 8 bolt and boss, and to the rear bars with a minimum of two 5/16-inch Grade 8 bolts and bosses per side. Bolt heads must be 1/2-inch hex-style head; no clearance slots allowed. Tabs with bolt and nut, where the nut is welded to the tab, may be used in replace of the bosses.

NHRA-accepted helmet shrouds must be made as a one-piece shroud, a two-piece shroud, where each half must overlap; or a three-piece shroud, that includes two side shields and the center section.

All shrouds must fully encapsulate the rear braces and the secondary roll-cage hoop on the sides and top; when viewed from the rear, the shroud must cover the complete visible rollcage structure. On the bottom, the entire shroud must extend fully down to the centerline of the shoulder hoop; on the top and sides, the entire shroud must extend fully forward to at least the centerline of the side bars.

When the shroud is fabricated as a two-piece unit, the components must overlap a minimum of 3/4-inch per side.

On a three-piece shroud, the center/rear section of the shroud may stand off from/behind the side pieces by no more than 3/4 inches at any point and must overlap each side a minimum of 1 1/2 inches. The side shrouds must extend to the centerline of the rear hoops.

The shroud must be installed flush with or be filled/sealed to the upper roll-cage bars and shoulder hoop so that protective equipment cannot catch between the shroud and the roll-cage components. Absolutely no components may be mounted to the helmet shroud or deflector plate above the top of the shoulder hoop.

A deflector plate, minimum 1/8-inch 6061 T6 aluminum or 1/16-inch steel or titanium, must be installed between roll cage and engine. The deflector plate must extend from 1 inch above top blower pulley to 1 inch below bottom pulley and be a minimum 10 inches wide from shoulder bar to highest point. On any
enclosed engine/driver configuration, a full bulkhead must be installed to completely seal driver from the engine. Minimum attachment for any plate is four 5/16-inch Grade 8 bolts. Bolt heads must be 1/2-inch hex-style head. See General Regulations 4:3.

All deflector plates must be stamped by manufacturer of the bulkhead to certify that the proper material was used. The stamp must be in a location for easy inspection.

SECTION 19: TOP FUEL DRAGSTER, BODY:7, CANOPY (Page 10) (7/30/2020)

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

Any car with a canopy must have a 3000 PSI, 112 cubic inches minimum capacity fresh air breathing system. Fresh air system must be manufactured and installed by the original helmet manufacturer or with written authorization of the original helmet manufacturer. Helmet must meet applicable SFI and/or Snell specs with fresh air system installed. Compressed air only. Air must be supplied by constant pressure (see General Regulations 9:8).

Any car with a canopy must have an NHRA-accepted 5-pound fire extinguishing system meeting SFI Spec 17.1. Must be installed per manufacturer’s specifications with all gauges clearly visible. Fire-bottle activation cables must be installed inside framerail where cables pass engine/bellhousing area. Fire-bottle mounting brackets must be constructed of aluminum or steel. Carbon-fiber bottles prohibited. See General Regulations 9:3.
Punch-out fire window score lines may not be covered by vinyl covering. Punch-out panels must be well-marked and visible at night.

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

A 60 120 psi normally open-air switch must be installed to prevent the car from starting if system air pressure is below 60 120 psi. In the event the car is losing air pressure during a run, the switch must open when system air pressure goes below 60 120 psi. The switch must run in series with the ignition “run enable” wire. The switch may also trigger the fuel shutoff and the throttle release but is not mandatory. The switch must be wired to not remove power from the Electrimotion Safety Device at any time.

SECTION 19: TOP FUEL, DRIVER:10, HELMET (Page15) (7/30/2020)
Full-face helmet meeting Snell SA2010, or SA2015 or SA2020, FIA 8860-2010, 8860-2015 or 8860-2018 with shield mandatory. Eject Helmet Removal System (part number SDR 890-01-30) mandatory and must be installed per manufacturer instructions. A Stand 21 Lid Lifter head sock meeting SFI 3.3 may be used in lieu of the Eject Helmet Removal System. See General Regulations 10:7.

SECTION 19: TOP FUEL, DRIVER:10, FRESH AIR SYSTEM (New paragraph before HEAD AND NECKRESTRAINT/SYSTEM) (Page14) (7/30/2020) (10/9/2020)
Any car with a canopy must have a 3000 PSI, 112 cubic inches minimum capacity fresh air breathing system. Fresh air system must be manufactured and installed by the original helmet manufacturer or with written authorization of the original helmet manufacturer. Helmet must meet applicable FIA, SFI and/or Snell specs with fresh air system installed. Compressed air only. Air must be supplied by constant pressure (see General Regulations 9:8).

SECTION 21: GENERAL REGULATIONS, BRAKES AND SUSPENSION: 3, 3:6 WHEELIE BARS (8/19/2020)
Some classes limit length of wheelie bar — see Class Requirements. All wheelie bars, regardless of class, must have non-metallic wheels (i.e., rubber, plastic). Wheelie-bar wheels must turn freely at starting line, any preload prohibited. Wheelie bars must be fixed. Hydraulics, pneumatics, electronics, etc. or any adjustment or movement during run prohibited. Using wheelie-bar wheels as “fifth wheel” sensing device prohibited. Pressure sensors and parachute nets permitted. No other devices of any kind may be attached to the wheelie bar (e.g. cameras, other sensors etc.).

SECTION 21: GENERAL REGULATIONS, SUPPORT GROUP: 9, 9:3 FIRE EXTINGUISHER (8/19/2020)
An onboard fire extinguisher system is mandated under certain Class Requirements. **ALL FIRE BOTTLE SAFETY PINS MUST BE REMOVED BEFORE THE VEHICLE REACHES THE READY LINE.** Must be installed per manufacturer’s specifications with all gauges clearly visible; viewing window(s) may be required for some applications. In other classes, it is recommended that each contestant and/or his or her crew have a loaded, serviceable fire extinguisher and a fire blanket in their possession, carried in the tow vehicle, race car, or otherwise available for immediate use. Dry chemical or CO2-type extinguishers, 2 1/2-pound minimum size, are recommended. When installed in a race car, must be mounted in a secure manner; use of flip-open-type clamps prohibited. When required, Top Fuel, Funny Car, Pro Stock, Top Alcohol Dragster, and Top Alcohol Funny Car, fire extinguishing system must meet SFI Spec 17.1 and installed and utilized per manufacturer’s installation requirements. All front-engine, open-bodied supercharged or turbocharged (gasoline or methanol) cars running 7.49 seconds or quicker must be equipped with an SFI-rated 20-pound fire system.

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, 3M Novec 1230 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.
SECTION 21: GENERAL REGULATIONS, DRIVER:10, 10:7 HELMET
(Page15) (7/30/2020) (10/9/2020)

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

Full-face helmet mandatory on all cars 9.99 or quicker. See individual Class Requirements for additional requirements. Shield mandatory 7.49 and quicker.


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Structural modifications to helmet/shield are prohibited. Cutting of helmet or helmet shield prohibited. Helmet must remain as manufactured, except for paint scheme/graphics and permitted non-structural driver modifications to helmet shield as set forth below. Taping or similar modifications to the helmet shield made by the driver that reduce the driver’s field of vision, and are deemed safe by driver in the driver’s judgment, are permitted at this time so long as the driver can demonstrate to technical inspectors that the purpose of the modification is to reduce distraction in the driver’s field of vision. By using such a modification to the helmet shield, the driver acknowledges and agrees that the driver deems such modification safe in the driver’s judgment consistent with the driver’s obligations in Section 1, Participant Agreements and Administrative and Procedural Rules, set forth above, and that the modification does not impair or interfere with the safe operation of the driver’s vehicle. See General Regulations 7:8.

SECTION 21: GENERAL REGULATIONS, GENERAL:11, 11:1 ADVERTISING

NHRA reserves the right to regulate any advertising or other material that is present on site at any NHRA event including without limitation any material appearing on any participant, on the body or any other visible part of any vehicle.
or transporter participating in NHRA events including support vehicles, in any pit area, in any area of the dragstrip from the staging lanes to the end of the dragstrip, and any item or material on site that may constitute product placement. Participants and vehicles may be excluded from competition and from event facilities if, in NHRA’s discretion, any advertising or other material displayed on a person, race or support vehicle, or in a pit area or otherwise is not in the best interests of NHRA and the sport of drag racing, and/or is or may be in conflict with any applicable law.

Moreover, NHRA will require compliance with all guidelines and requirements of any telecaster for events that will be telecast. In addition, NHRA may require certain indicia to be visible on a vehicle as a condition of participation in competition if NHRA determines that such requirement is in the best interests of NHRA and the sport of drag racing.

The NHRA logo or name may not be used in conjunction with political candidates.

If a race team legitimately is sponsored by a political candidate then the candidate’s name and the year of the election may appear on the race vehicle (but the decal vehicle will not be prominently featured/emphasized on television or in other content, per broadcast standards and practices). Decal size will be limited to 144 square inches on a race vehicle and 48 square inches on a motorcycle. Location will be limited to the rear quarter panel of a race car, outside for the driver’s compartment of a dragster and wheelie bar side shields on a motorcycle.

If a matter is deemed by NHRA not to be in the best interests of NHRA and the sport of drag racing, then NHRA will not allow such matter to be displayed or advertised on site or in connection with NHRA in any manner whatsoever. NHRA, in its sole and absolute discretion, may take any action, up to and including disqualification of a driver, for violation of this rule.

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

**SECTION 22: SFI SPECIFICATIONS**

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