



**2020 TO 2021 NHRA RULE AMENDMENTS**  
(THESE RULE AMENDMENTS COVER RULE CHANGES MADE FROM THE  
END OF THE 2020 SEASON UNTIL THE BEGINNING OF THE 2021 SEASON)

***2021 RULE CHANGES BECOME EFFECTIVE  
JANUARY 1, 2021***

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Rulebook.Additions are [Blue underline](#)

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**INTRODUCTION (Page i ) (5<sup>th</sup> Paragraph) (12/3/2020)**

Supercharged or turbocharged, methanol-burning or nitrous-oxide-injected, gasoline-burning full-bodied cars compete in the ~~10-race~~ E3 NHRA Pro Mod Drag Racing Series presented by J&A Service schedule showcased at ~~10~~ designated national events.

**INTRODUCTION, NHRA LUCAS OIL DRAG RACING SERIES (3<sup>RD</sup> Paragraph) (Page x) (12/3/2020)**

Run in conjunction with the NHRA Lucas Oil Drag Racing Series is a popular program for each division's best racers: the JEGS Allstars. Drivers score points at divisional races toward qualifying for the Allstars tournament, held at the U.S. Nationals ~~Fallen Patriots NHRA Route 66 Nationals presented by K&N Filters at Route 66 Raceway in May~~. Boasting a \$124,000 purse, the JEGS Allstars is one of the most lucrative single-day events in Sportsman racing.

**INTRODUCTION, HOW TO USE THIS RULEBOOK (Page xiii) (1st Paragraph) (12/3/2020)**

The NHRA Summit Racing Jr. Drag Racing League was born when Vincent Napp, the late owner of Old Bridge Township Raceway Park in Englishtown, N.J., built a half-scale sized dragster for his son, David. The creation was quite a sensation and was the catalyst for what is now known as the NHRA Summit Racing Jr. Drag Racing League.

**INTRODUCTION, HOW TO USE THIS RULEBOOK (Page xix) (5th Paragraph) (12/3/2020)**

If after reading the Rulebook you still have questions, consult ~~page xiv~~ the HAVE A TECH QUESTION PAGE? page in this section after the TABLE OF CONTENTS for hours and phone numbers where tech personnel may be reached. These phone lines are extremely busy, so prepare your questions in advance. If your call is routed to voicemail please leave details about your question so that it can be assigned to the appropriate person.

**SECTION 2: WEIGHING OF VEHICLE/FUEL CHECK (Page 11) (12/3/2020)**

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

**SECTION 3: POINTS AND RELATED PROGRAMS, LOGO PLACEMENT, JEGS ALLSTARS (1<sup>st</sup> Paragraph) (Page 6) (12/3/2020)**

The ~~2020-2021~~ JEGS Allstars event will be conducted at the ~~U.S. Nationals Route 66 NHRA Nationals presented by K&N Filters in Chicago~~. Points will be awarded up to four to six weeks prior to the ~~2020 2021 U.S. Nationals Route 66 NHRA Nationals presented by K&N Filters~~ (check local division office for schedule in your area). JEGS Allstars competition is based on regional and divisional points earned solely within the contestant's home region or division. Contestants declaring a different home region or division at the beginning of the racing season will receive JEGS Allstars points for the most recently declared home region or division.

**SECTION 3: POINTS AND RELATED PROGRAMS, LOGO PLACEMENT, ~~Mello Yello Categories~~ Camping World Categories (Page 8) (12/3/2020)**

~~Mello Yello~~ Camping World Categories – Driver/Rider Uniform. NHRA ~~Mello Yello~~ Camping World Drag Racing Series patch must be worn on each ~~Mello Yello~~ Camping World category driver/rider uniform. Patch must be ~~3.25~~ 4.25 inches wide by ~~3.75~~ 2.90 inches tall. NHRA also authorizes and encourages the Series patch to be featured on crewmember uniforms. Required location for the NHRA ~~Mello Yello~~ Camping World Drag Racing Series patches as shown in diagram.

**SECTION 4: ET HANDICAP RACING, INTRODUCTION (2<sup>ND</sup> Paragraph) (Page 1) (12/3/2020)**

Since quarter-mile elapsed times would not apply for eighth-mile racing, a style of competition common to E.T. handicap racing, some pertinent quarter-mile elapsed times are converted to eighth-mile figures: ~~8:50 = 5.35~~, ~~9.90 = 6.30~~, ~~9.99 = 6.39~~, ~~10.00 = 6.40~~, ~~10.99 = 6.99~~, ~~11.00 = 7.00~~, ~~11.49 = 7.35~~, ~~12.00 = 7.50~~, ~~13.99 = 8.59~~, and ~~14.00 = 8.60~~.

**SECTION 6: E3 SPARK PLUGS NHRA PRO MOD DRAG RACING SERIES PRESENTED BY J&A SERVICE, FRAME:4, ROLL CAGE (Page 6) (12/3/2020)**

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.

Prior to 2022 chassis reinspection, all cars must implement an the under seat pan as per the SFI 25.1 specification: "The under-seat portion of the driver's outer floor must contain .090" minimum sheet 4130 (annealed or normalized) steel pan, either above or in lieu of the under-seat diagonals. If the steel sheet pan is in lieu of under-seat diagonals, the pan must be fully welded around its perimeter. The purpose of the sheet steel is to be a foundation when a minimum of ¾" of SFI 45.2 foam under the driver's buttocks and thighs is required. Either rub tubes, or the bottom of both the driver side rocker bar (#7A) and driver side inner frame rail (#2A) within 6" of the pan must extend at least ½" below the lowest point of the seat pan. If rub tubes are employed for this purpose, they

must be minimum 1" x .058" 4130 or DOCOL R8 welded to the driver side rocker bar (#7A) and the driver side inner frame rail (#2A) within the length of the pan."

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. 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.

#### **SECTION 11A: STOCK CARS: 1, BLUEPRINTING (Page 2) (12/3/2020)**

Permitted per NHRA Specifications available from NHRA Technical Services Department headquarters. Stock factory OEM Components (unless otherwise specified) must be retained and remain unaltered (i.e., cylinder heads, connecting rods, pushrods, crankshaft, etc.).

#### **SECTION 11B: FACTORY STOCK SHOWDOWN, BODY: 7, WINDSHIELD, WINDOWS (New section after FRAME:4, WEIGHT) (Page 16) (12/3/2020)**

All windows and windshields must be clear except for factory tinted safety glass, and be in good condition. Windows must be operational, but closed during competition. Aftermarket pre-fitted and formed polycarbonate windows permitted (i.e., Proglass, optic Armor etc.) Must be installed like OEM glass to give OEM appearance no rivets or fasteners should be visible. Construction style Plexiglass prohibited. See General Regulations 7:8.

#### **SECTION 12A: SUPER STOCK/GT, BODY:7, HOOD (Page 10) (12/3/2020)**

Full stock hood including latches, hinges, springs, brackets, and braces as originally produced must be retained. Hood openings and/or hood scoops other than original equipment prohibited. OEM hood openings must retain all flappers, grilles, hardware, etc. as originally produced. This excludes SS/AH, which may use an insert to enclose carburetors. The insert must be flat and level with OEM hood surface. Ramps, diverters or other devices that may affect air flow, are prohibited

#### **SECTION 12B: SUPER STOCK/GT, DESIGNATIONS (2<sup>ND</sup> Paragraph) (Page 12) (12/3/2020)**

Reserved for foreign and domestic factory-production two-door coupes, two-door sedans, sports cars, convertibles, or station wagons with any production V-8



engine of the same make. Year of engine optional. Only those engines and/or bodies listed in the Official NHRA Stock Car Classification Guide are eligible for competition. Also see WEIGHT. Cars will be classified using the ~~shipping weight of the body divided~~ class weight break multiplied by the horsepower or performance rating of the engine used. Minimum weight with driver: 2,670 pounds. Front-wheel-drive conversions permitted. Minimum weight with driver: 2,670 pounds. Only engines and/or bodies listed in the Official NHRA Stock Car Classification Guide are eligible for competition.

**SECTION 12B: SUPER STOCK/GT, CLASS WEIGHT BREAKS (Page 12) (12/3/2020)**

**CLASS WEIGHT BREAKS**

(based on pounds per NHRA-factored horsepower)

<u>FGT/AA: 5.00 to 5.49</u>	FGT/L: 11.50 to 11.99	K: 11.00 to 11.49
<u>FGT/BB: 5.50 to 5.99</u>	FGT/M: 12.00 to 12.49	L: 11.50 to 11.99
FGT/A: 6.00 to 6.49	FGT/N: 12.50 or more	M: 12.00 to 12.49
FGT/B: 6.50 to 6.99	A: 6.00 to 6.49	N: 12.50 to 12.99
FGT/C: 7.00 to 7.49	B: 6.50 to 6.99	O: 13.00 to 13.49
FGT/D: 7.50 to 7.99	C: 7.00 to 7.49	P: 13.50 to 13.99
FGT/E: 8.00 to 8.49	D: 7.50 to 7.99	Q: 14.00 or more
FGT/F: 8.50 to 8.99	E: 8.00 to 8.49	
FGT/G: 9.00 to 9.49	F: 8.50 to 8.99	
FGT/H: 9.50 to 9.99	G: 9:00 to 9:49	
FGT/I: 10.00 to 10.49	H: 9:50 to 9.99	
FGT/J: 10.50 to 10.99	I: 10:00 to 10:49	
FGT/K: 11.00 to 11.49	J:10:50 to 10.99	

**SECTION 12B: SUPER STOCK/GT, DRIVETRAIN:2, TRANSMISSION SHIELD, AUTOMATIC (FOR 2019 SEASON) (Page 13) (12/3/2020)**

**SECTION 12B: SUPER STOCK/GT, BRAKES & SUSPENSION: 3, SUSPENSION, FRONT (5<sup>TH</sup> Paragraph) (Page 13) (12/3/2020)**

RWD must retain complete stock front-suspension system as produced by manufacturer for body used ~~or utilize an NHRA-accepted front suspension.~~ Lower control arm may be machined for larger shock diameter and mount. See General Regulations 3:4.

**SECTION 12B: SUPER STOCK/GT, FRAME:4, ROLL CAGE, ROLL CAGE (FOR 2019 SEASON) (Page 14) (12/3/2020)**

**SECTION 12B: SUPER STOCK/GT, FRAME: 4, WEIGHT (Page 14) (12/3/2020)**

~~Shipping weight of vehicle may be adjusted a maximum of 250 pounds to fit car in class. Car can move up or down in classes.~~ If weight is added, must be properly attached; see General Regulations, 4:2. ~~Shipping weight will be determined by using the power to weight factor of the vehicle with the heaviest~~

~~gasoline engine and appropriate transmission, and multiplying the factor times the horsepower or performance rating. The proper class weight will then be determined by dividing this figure by the horsepower or performance rating of the engine used.~~ Class is determined without driver weight. Once classification weight is calculated, 170 pounds will be added for driver to arrive at minimum weight.

**SECTION 12B: SUPER STOCK/GT, DRIVER:10, PROTECTIVE CLOTHING (FOR 2019 SEASON) (Page 15) (12/3/2020)**

**SECTION 12C: GT/TRUCK, DESIGNATIONS (2<sup>ND</sup> Paragraph) (Page 16) (12/3/2020)**

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

**SECTION 12B: SUPER STOCK/GT, FRAME: 4, WEIGHT (Page 16) (12/3/2020)**

~~Shipping weight of vehicle may be adjusted a maximum of 250 pounds to fit truck in class, provided shipping weight does not drop below 2,500 pounds. Truck can move up or down in classes.~~ If weight is added, must be properly attached; see General Regulations 4:2. ~~Shipping weight will be determined by using the power to weight factor of the 1990-2008 vehicle and multiplying the factor by the horsepower or performance rating. The proper class weight will then be determined by dividing this figure by the horsepower or performance rating of the engine used.~~ Class is determined without driver weight. Once classification weight is calculated, 170 pounds will be added for driver to arrive at minimum weight. Trucks with fully automatic transmissions with converter may remove up to 5 percent or 250 pounds (whichever is less) from regular class weight; may be under minimum posted weight. For trucks weighed with driver, minimum weight includes driver.

**SECTION 13: COMP, ENGINE:1, ENGINE (Page 1) (12/3/2020)**

For Econo Dragster, Altered Truck, Econo Altered, and Super Modified classes: OEM aftermarket small-block Chevrolet (SBC) engines with bore centers greater than 4.400 inches, maximum 4.500 inches, are permitted only in A/ED, P/ST, P/STA, A/EA, A/SM, A/SMA, B/SM, B/SMA, C/SM, and C/SMA. SBC engines with bore centers greater than 4.400 inches are permitted in all V-8 Dragster and V-8 Altered classes; not permitted in any Nostalgia Dragster classes. All classes except A/A, ~~A/AA~~, A/AP, A/PM, AA/AM, AA/AT, BB/A, CC/A, BB/AM, BB/AT, CC/AT, DD/ AT, B/A, B/AP, C/A, D/A, E/A, F/A, G/A, H/A, I/A, J/A, K/A, L/A, A/AA, B/AA, C/AA, D/AA, E/AA, F/AA, G/AA, H/AA, I/AA, J/AA, K/AA, and L/AA are restricted to an absolute maximum bore center of 5.000 inches. Classes A/A,

A/AA, A/AP, A/PM, AA/AM, AA/AT, BB/A, CC/A, BB/AM, BB/AT, CC/AT, DD/AT, B/A, B/AP, C/A, D/A, E/A, F/A, G/A, H/A, I/A, J/A, K/A, L/A, A/AA, B/AA, C/AA, D/AA, E/AA, F/AA, G/AA, H/AA, I/AA, J/AA, K/AA, and L/AA are restricted to an absolute maximum bore center of 5.300 inches.

**SECTION 15: TOP ALCOHOL FUNNY CAR, ENGINE:1, SUPERCHARGER (Page 3) (12/3/2020)**

Maximum overdrive limits are 1.92 PSI and 1.70 Roots. Placement of any object/device below the upper mating surface of the supercharger intended to alter air flow characteristics is prohibited (e.g. inserts/shoes, dividers, etc.).

Cars with a supercharger/intake manifold burst panel in the rear must have a .024-inch steel, or .032-inch aluminum ducting, or carbon fiber ducting lined with an NHRA-accepted flame-retardant covering or coating, 4-inch minimum diameter, installed to relieve burst pressure from the burst panel(s) vicinity through the firewall and out the side window. [A NHRA approved burst panel deflector can be used in lieu of ducting.](#)

**SECTION 17: PRO STOCK, FRAME:4, ROLL CAGE (Page 6) (12/3/2020)**

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.

[Prior to 2022 chassis reinspection, all cars must implement an the under seat pan as per the SFI 25.1 specification: "The under-seat portion of the driver's outer floor must contain .090" minimum sheet 4130 \(annealed or normalized\) steel pan, either above or in lieu of the under-seat diagonals. If the steel sheet pan is in lieu of under-seat diagonals, the pan must be fully welded around its perimeter. The purpose of the sheet steel is to be a foundation when a minimum of ¾" of SFI 45.2 foam under the driver's buttocks and thighs is required. Either rub tubes, or the bottom of both the driver side rocker bar \(#7A\) and driver side inner frame rail \(#2A\) within 6" of the pan must extend at least ½" below the lowest point of the seat pan. If rub tubes are employed for this purpose, they must be minimum 1" x .058" 4130 or DOCOL R8 welded to the driver side rocker bar \(#7A\) and the driver side inner frame rail \(#2A\) within the length of the pan."](#)

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. 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 18: FUNNY CAR DESIGNATION (6<sup>th</sup> paragraph) (Page 2)**  
**(12/3/2020)**

Non-approved parts/components are not permitted on race vehicles at any time (including any/all qualifying day(s) and eliminations) during a National Event. If a vehicle is found to be using any item or component that is different from that which is approved, including an item or component that has been modified or altered from the approved configuration, then the driver will be penalized with a deduction of 75 points and the team and/or driver (in NHRA's discretion) will be penalized with a minimum \$25,000 fine. If not paid, the fine may be withheld from any purse/prize monies; if NHRA is unable to collect the fine from purse/prize monies the team may not be allowed to compete again, in NHRA's discretion. Multiple violations and/or flagrant disregard for this policy may result in additional penalties as determined by NHRA in its sole and absolute discretion. Such additional penalties may include disqualification, suspension or loss of season points. Among items and components that are subject to inspection and penalty if found to be different, altered, modified or otherwise not the same as the item or component that is approved, are the following: injector hats; supercharger cases (excluding end plates); supercharger inserts; supercharger rotors; intake manifolds; cylinder heads (intake valve sizes may be increased to 2.470 inches max.); engine blocks; magnetos; ignition systems; data acquisition systems; all NHRA mandated safety shutoff devices (pan pressure, air pressure, etc.) ~~safety shutoff system; pan pressure shutoff system; event data recorder;~~ front wings; rear wings; tires; and nitromethane.

**SECTION 18: FUNNY CAR FRAME:4, ~~BODY MOUNT TREE~~ (Page 8)**  
**(12/3/2020)**

~~Body mount tree must be constructed of 4130 steel or titanium.~~

**SECTION 18: FUNNY CAR BODY:7, ~~AIRFOILS~~ (Page 9) (12/3/2020)**  
**Prohibited.**

**SECTION 18: FUNNY CAR BODY:7, BODY (Page 9) (12/3/2020)**

Only NHRA accepted 2000 or later model bodies are permitted. All Funny Car bodies must meet the NHRA Funny Car Acceptance Process and Specifications. This document may be found on NHRARacer.com.

A 2000 or later model-year NHRA-accepted coupe or sedan body of a type originally mass-produced by automobile manufacturer (domestic or foreign). Must have originally measured 63 inches wide or more at centerline of front and rear axle. Maximum body and/or roof width cannot exceed stock dimensions. Duplications of production bodies of fiberglass or carbon fiber permitted. Body may be lengthened or shortened. Front and rear contour of body must resemble same configuration and design for specific body used; holes for air passage prohibited. Any new body designs, plans, pictures, specifications, or concepts must be submitted to the NHRA Technical Department for approval. All new body designs or concepts must receive final approval from NHRA on or prior to Dec. 15 of the preceding year or shall be deemed disapproved. Body specifications may vary for certain exhibition vehicles; prior NHRA approval necessary. Any modification to body not described in this Rulebook prohibited.

**SECTION 18: FUNNY CAR BODY:7, BODY SPECIFICATION (Page 9) (12/3/2020)**

Maximum body width variation from front to rear is 6 inches. Minimum body width is 60 inches when mounted. Modification to the lower, rear corner of the front wheel opening(s) may be allowed, IF required to meet the clearance for starting-line timing lights. In side view, the body should present clearance, all the way across the car, 3 inches from the ground, extending for a length of 12 inches + 1/4-inch max, rearward from the front spindle centerline. Any exposed edges or openings as a result of trimming the wheel-opening corner should be patched and refinished. Such modifications must be authorized in advance by the NHRA Technical Services Department and accepted upon completion. Bodies are measured at centerline of front and rear axles. Fender flares or lips, maximum 1.5-inch permitted on forward half of front and 1-inch on the rear wheel openings; may not extend rearward of spindle or axle centerlines; must be defined from body. Lips must be mounted in line with wheel opening, and may not be mounted in front of opening. Both the 1-inch and 1.5-inch flares will not be considered in any width measurement. A body header flange lip is allowed and can measure a maximum of 1 inch or as wide as the body, whichever is less. Enclosing the wheelwells or the use of wheel fairings is prohibited. Front and rear wheelwell must maintain OEM radius and contour, and be accepted by NHRA at the time of the body approval. Wheelwell openings: front, minimum 5 inches measured vertically from centerline of the front axle to wheelwell opening; rear, minimum 8 inches measured vertically from centerline of rear axle to wheelwell opening. Trailing edge of rocker minimum 18 inches measured directly from centerline of rear axle. Front overhang not to exceed 40 inches from centerline of front axle. Beltline moldings (if on stock vehicle), headlight and taillight housings or indentations must be incorporated into body. Headlights and taillights must be painted or decaled to simulate OEM appearance and configuration. Taillight area

may be hinged (top only) for air venting, maximum 100 square inches. On each side, maximum two flaps, that must be adjacent, accepted. The hinged openings must include the taillight and must be rectangular in shape; any other holes in rear of body prohibited. Hood scoops prohibited; injector must protrude through hood. Maximum height of hood cowling 5 inches, may be no wider than base of A pillars.

Roofs may be chopped maximum 2 inches. Complete removal of roof prohibited. Minimum roof width 32 inches. Minimum width at A-pillar 48.75 inches; minimum width at C pillar 49.50 inches. Length of roof as measured from top of front windshield to top of rear window must remain within 4 inches of stock. Rocker panel extensions may not be more than 1 inch wide. All bodies run in competition must be run as they come from NHRA-approved molds. Modifications for header clearance will be permitted if authorized in advance by the NHRA Technical Services Department. Bodies will be clean of bumper roll pans or any other component(s) that are in NHRA's determination unnecessary to the normal mounting tubing, firewall, and driver enclosure. No underbody streamlining will be permitted. Ground effects of any description prohibited. Ground effects include but are not limited to rocker skirts, belly pans, sheet metal work under the body that produces a "tunnel" for the passage of air, etc. Rub bar/splitter cannot extend beyond the inside body line or be greater than 1/2-inch thick. One naca duct permitted in the belly pan, must be covered in such manner that will prevent debris from potentially contacting driver. Maximum width of opening for blower, 26 inches. Opening for blower hat must have a minimum 2.500-inch clearance between body and throttle linkage, clearance not included in 26-inch dimension. Wicker permitted on front and sides of blower opening; maximum height 1 inch. Wicker must be installed 90 degrees to the body and must be a flat surface. Final determination on all body modifications rests with NHRA Technical Services Department.

**SECTION 18: FUNNY CAR BODY:7, BODY, BURST PANEL (Page 11)  
(12/3/2020)**

Body (hood) burst panel(s), minimum 288 square inches, mandatory. Body burst panel(s) must be secured with plastic screws or tie wraps 1/8-inch maximum width. Only one tie wrap per connection point permitted. Six connection points maximum. Two NHRA-accepted body burst panel tethers, with separate body pads for each of the two tethers bolted with a plate on both sides of panel(s). NHRA-accepted body burst panel tethers: Amick Race Car Restraints part number JF-101. Taping of the body burst panel to the hood is permitted on any side(s), maximum 1-inch wide clear tape.

**SECTION 18: FUNNY CAR BODY:7, BODY, FASTENERS AND STIFFENERS  
(Page 11) (12/3/2020)**

All bolts and fasteners on body, windows, etc. must have button heads toward outside of body. All stiffeners must be placed on the inside of the body, whether on windows, spoiler, etc. Doublers must be utilized on all mounting tree

attachment points located from the firewall forward. The framing must be a permanent fixture, with the exception of vertical mounts, which can be adjustable for necessary vertical body positioning.

**SECTION 18: FUNNY CAR, BODY:7, BODY, FLAME-RETARDANT COVERING (Page 11) (12/3/2020)**

Underside of body, including any roof area must be covered with SFI Spec 54.1 flame retardant covering or coating. Must be applied according to the manufacturer's specifications and recommendations.

**SECTION 18: FUNNY CAR, BODY:7, BODY, FRONT LATCH AND TETHERING SYSTEM (Page 11) (12/3/2020)**

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.

**SECTION 18: FUNNY CAR BODY:7, BODY, REAR-RELEASE MECHANISM (Page 11) (12/3/2020)**

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 BODY:7, BODY, ESCAPE HATCH (Page 11) (12/3/2020)**

A working escape hatch must be installed in top of body to permit easy driver exit; see through types prohibited. Minimum size, 18 inches x 17 inches. Roof hatch must be permanently attached and hinged at front. All new Funny Car body designs must incorporate, in an area in the rear portion of the roof hatch, a handhold for emergency release.

**SECTION 18: FUNNY CAR BODY:7, BODY, FIREWALL/DASH (Page 11)  
(12/3/2020)**

Must be aluminum or steel; magnesium prohibited. Dash may be minimum .040-inch aluminum, firewall minimum .050-inch aluminum. Dash/firewall overlap seam must use a double row of screws, staggered, on maximum 2-inch centers. Minimum fastener requirements are 8-32 screws, aluminum nuts, and 3/4-inch diameter x 1/8-inch-thick billet washers. Distance from center of hole to edge of panel, 3/4-inch minimum. Distance from top of bellhousing shroud cutout to "V" of firewall, 6 inches minimum. Minimum .050-inch doubler plate permitted. One-piece, .050-inch dash/firewall permitted. Portion of the firewall between skin of the body and the chassis can be no higher than 15 inches, as measured from the bottom of the rocker panel to the bottom of the firewall. Vertical portion of the firewall must be within +/- 1 degree of the motor plate angle. Forward coving (radius lip that goes forward) is prohibited. If the bottom of the firewall has a rearward facing radius of 5 inches or more, a 1/2-inch tall by 4 inches deep diffuser must run the full length of the radius and be installed not more than 1 inch from the apex of the initial radius. The rear break point of the lower radius cannot exceed 12 inches from the vertical portion of the firewall. Firewall must be equipped with fire windows measuring no greater than 25 square inches on either side of firewall in vicinity of valve covers to warn driver of fire. Laminated safety glass or fire-resistant plastics such as Lexan or Plex 70 mandatory. Doghouse fire shielding in driver compartment mandatory. Must seal to clutch cover and to top framerails. Trailing edge of shield should extend to base of steering wheel and angle toward top of roll cage. Must be mounted with minimum 4 self-locking fasteners (2 on each side). Minimum material; .040-inch aluminum, .024-inch steel or titanium. Hinged top optional.

**SECTION 18: FUNNY CAR BODY:7, BODY, GRILLE (Page 12) (12/3/2020)**

Must be equipped with a simulated grille of same configuration and design for specific body used; holes for air passage prohibited.

**SECTION 18: FUNNY CAR BODY:7, BODY, REAR BUMPERS (Page 12)  
(12/3/2020)**

Must be equipped with rear bumper consisting of a minimum vertical surface of 3 inches, maximum permitted cutout for parachute shroud lines 4 inches by 30 inches. The trailing edge of rear bumper may not extend more than 54 inches from the centerline of the rear axle. Maximum measurement from trailing edge of rear bumper to ground 29 inches at rear tire pressure of 6.0psi. Maximum 1-inch lip permitted on rear bumper as a stiffener, not included in overall measurement.

**SECTION 18: FUNNY CAR BODY:7, BODY, SPOILERS (Page 12) (12/3/2020)**

Permitted, rear only. Rear spoiler cannot be "built in" to body. Rear deck relocation cannot extend more than one-third of the as-produced replica body's rear window. Side surfaces of elevated decks must be completely covered by spoiler spill plates. Deck area inside spill plates may be no more than 1.75 inches lower than area outside spill plates.



Spoiler surface, front and rear, must be a continuous single curved plane. Any lips, notches, decks, or steps prohibited in the spoiler surface, except for wickers. Spill plates must consist of vertical planes running parallel to the car. A maximum of two additional supports (ribs or plates) will be allowed anywhere between the spill plates, as long as they are in the vertical plane, running parallel to the spill plates.

If the body is equipped with a rear spoiler support, which extends from the spoiler to the bumper area and is parallel to the spill plates, a diagonal brace will be allowed. If this brace is to the outside, it must be cut in a straight line, diagonally from the rear of the support to the outside flange of the body.

Maximum rear spoiler width, including spill plates and attachment points, 54 inches. Rear spoiler spill plates cannot be located forward of the centerline of the rear axle and onto rear quarter. Spill plates cannot be more than 5 inches above the roof line, or 60 inches from the ground, whichever is LESS. Rearmost point of spill plate may not be more than 60 inches past the centerline of the rear axle. Spill plate supports permitted on one side of spill plate only, not both. Lip on rear edge of spill plate (vertical), 1/2 inch maximum.

The trailing edge of rear spoiler may not extend more than 56 inches past the centerline of the rear axle, may not be more than 4 inches above the roof line or higher than top of spill plates, whichever is LESS, and the forward and trailing edge may not be mounted so as to preclude a "wing" configuration. Wicker on spoiler not to exceed 2 inches forward or back. Installation of vortex generators is permitted on the spoiler assembly only; prohibited on car body. Any adjustment or movement during run prohibited. Airflow through spoiler or past the underside of spoiler, other than hinged taillight area, prohibited.

Spoiler may be constructed of composite material, but spill plates must be made of minimum .080-inch magnesium H24 alloy, .090-inch 6061 aluminum, or .150-inch carbon fiber. Any carbon fiber spill plates must be NHRA-accepted prior to use. Spill plates shall be attached to the body with minimum 8-32 steel screws and aluminum nuts. An aluminum backup washer must be used on the underside of the body, minimum .028-inch thick and 3/4-inch diameter. Spill plate must be attached to the body by aluminum nuts. Minimum one 5/16-inch x .035-inch 4130 center wing strut shall be fastened, one end to the body deck, the other to the spoiler, and located in the center of the spoiler width-wise. The attachment bracket on the body to be minimum .063-inch steel secured to the body deck with two 10-32 or three 8-32 steel screws with aluminum nuts. A .028-inch minimum steel backup doubler must be used under the body to attach the wing strut bracket: 2-inch x 2-inch minimum size.

**SECTION 18: FUNNY CAR BODY:7, BODY, WINDSHIELD, WINDOWS (Page 13) (12/3/2020)**

~~Windshield\_mandatory\_ Windows optional. Maximum windshield and rear window angle: 3 degrees from stock. Maximum curvature: 2 inches from stock. Rear window and quarter windows (if stock equipped) must be defined by actual route line in body and painted or decaled to simulate glass. Side windows or window openings may be shortened a maximum of 2 inches. Drilling or cutting the windshield or rear window for air passage is prohibited. If windows are used, they must be clear. Side windows must have a minimum 6-inch diameter opening including liner adjacent to driver. Side windows limited to driver's name, car number, class designation, and decals only. Paint scheme may not extend into these windows. Decals may not completely cover these windows. Outer edge of windows must remain uncovered. NHRA reserves the right to accept or prohibit placement of decals on windows as deemed necessary to comply with this rule. See General Regulations 7:8.~~

**SECTION 18: FUNNY CAR, DRIVER:10, HELMET (Page 16) (12/3/2020)**

Full-face helmet meeting Snell SA2010, or SA2015, 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. [FIA 8860-2010 expires 2028](#). See General Regulations 10:7.

**SECTION 19: TOP FUEL DRAGSTER, DESIGNATION (6<sup>th</sup> paragraph) (Page 2) (12/3/2020)**

Non-approved parts/components are not permitted on race vehicles at any time (including any/all qualifying day(s) and eliminations) during a National Event. If a vehicle is found to be using any item or component that is different from that which is approved, including an item or component that has been modified or altered from the approved configuration, then the driver will be penalized with a deduction of 75 points and the team and/or driver (in NHRA's discretion) will be penalized with a minimum \$25,000 fine. If not paid, the fine may be withheld from any purse/prize monies; if NHRA is unable to collect the fine from purse/prize monies the team may not be allowed to compete again, in NHRA's discretion. Multiple violations and/or flagrant disregard for this policy may result in additional penalties as determined by NHRA in its sole and absolute discretion. Such additional penalties may include disqualification, suspension or loss of season points. Among items and components that are subject to inspection and penalty if found to be different, altered, modified or otherwise not the same as the item or component that is approved, are the following: injector hats; supercharger cases (excluding end plates); supercharger inserts; supercharger rotors; intake manifolds; cylinder heads (intake valve sizes may be increased to 2.470 inches max.); engine blocks; magnetos; ignition systems; data acquisition systems; [all NHRA mandated safety shutoff devices \(pan pressure, air pressure, etc.\)](#) ~~safety~~

shutoff system; pan pressure shutoff system; event data recorder; front wings; rear wings; tires; and nitromethane.

**SECTION 19: TOP FUEL DRAGSTER, DRIVER:10, HELMET (Page 15)**  
**(12/3/2020)**

Full-face helmet meeting Snell SA2010, or SA2015, 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. [FIA 8860-2010 expires 2028](#). See General Regulations 10:7.

**SECTION 21: GENERAL REGULATIONS, FRAME:4, 4:3 DEFLECTOR PLATE (Page 21)**  
**(12/3/2020)**

All rear-engine cars must have a deflector plate to protect driver and fuel tank from engine. For Top Fuel and Top Alcohol Dragster specifications, see Class Requirements. Plates must be made of minimum 1/8-inch aluminum or .060-inch steel or titanium. Must extend from top blower pulley to bottom pulley and be at least 1 inch wider than each pulley for supercharged cars. Other cars must have plate covering from shoulder height to bottom of chassis. On any enclosed engine/driver configuration, a full bulkhead must be installed, completely sealing the driver from the engine. Minimum attachment for any plate is four 5/16-inch, Grade 5 bolts. [Bolt heads must be 1/2-inch hex-style head](#). Absolutely no components may be mounted to the helmet shroud or deflector plate above the top of the shoulder hoop. See 1:1 COOLING SYSTEM for additional requirements.

**SECTION 21: GENERAL REGULATIONS, FRAME:4, 4:11 ROLL CAGE (Page 22)**  
**(12/3/2020)**

All roll cage structures must be designed in an attempt to protect the driver from any angle, 360 degrees. All 4130 chromoly tube welding must be done by approved TIG heliarc process; mild steel tube welding must be approved MIG wire feed or TIG heliarc process. Welding must be free of slag and porosity. Any grinding of welds prohibited. All butt welds must have visible reinforcement (i.e., sleeve and rosette welds). Visible reinforcement around any hole in any SFI Spec chassis (not just the roll cage) mandatory. Reinforcement must be of at least the same cross-sectional area as the hole, at least .049-inch-thick chromoly and completely welded around the outside. Plating of chassis prohibited for cars running 7.49 and quicker manufactured after Jan. 1, 1999 and for all cars manufactured after Jan. 1, 2003, regardless of e.t. or speed. Painting and powder coating of chassis permitted. Top Fuel, Funny Car, Pro Stock, Top Alcohol Dragster, Top Alcohol Funny Car, Comp, Super Stock, Stock, Super Comp, Super Gas, and 9.99 or quicker E.T. chassis (see Class Requirements) must have a serialized chassis sticker affixed to frame before participating in any NHRA member track event. Certifications are available at NHRA Mello Yello Drag Racing Series national events, NHRA Lucas Oil Drag Racing Series events,

or by making prior arrangements through a division office. All chassis must be recertified every three years unless otherwise specified in Class Requirements. Roll cage must be padded anywhere the driver's helmet may contact it. For all cars running 9.99 (\*6.39) and quicker, this padding must meet SFI Spec 45.1. To determine which type of roll cage your car needs, refer to illustrations in this section as well as specific Class Requirements for the applicable e.t. and body-style roll-cage requirements. Open-bodied cars running 9.99 and quicker and/or faster than 135 mph, all rear-engine dragsters, and all street roadsters must meet applicable SFI Specification for e.t. (see Class Requirements). Full-bodied cars running 8.49 and quicker and/or exceeding 180 mph must meet applicable SFI Specification for e.t. and weight (see Class Requirements). Full-bodied cars running between 8.50 and 9.99 and slower than 180 mph must meet the NHRA Full-Bodied roll cage requirements found in the illustration in this section. Front-engine dragsters, altered, and Funny Cars running slower than 10.00 seconds must meet their respective NHRA roll cage requirements found in the illustrations in this section. **SFI Specifications may be purchased from the SFI Foundation (sfi-foundation.com, 858-451-8868); SFI Specifications are not available from NHRA Technical Services.**

**SECTION 21: GENERAL REGULATIONS, DRIVER:10, 10:4 CREDENTIALS, JET EXHIBITON CATEGORIES (Page 44) (12/3/2020)**

New driver must notify NHRA of intention to obtain a license and receive all required forms and rules for the category. Applicant must be minimum 18 years of age. All new drivers will pay a \$200 application fee with the submission of a physical-exam form. Proof of car must be submitted and inspection must be performed prior to NHRA issuing a permit, which will include NHRA membership and insurance, to begin initial licensing runs.

New driver, or driver cross grading from Funny Car to dragsters, etc. will be given a cockpit-orientation (blindfold) test. New driver must make a minimum of 12 test runs over a two-day (minimum) period. Blindfold test and test runs must be witnessed by two currently licensed jet exhibition drivers with at least three years' experience, a track official, and an NHRA-designated person. Test runs are typically divided into three sessions, as follows:

Session 1: Three half passes, one moderate pass.

Session 2: Four moderate passes.

Session 3: One moderate pass, three full passes.

Driver crossgrading from one jet exhibition category to another must complete a blindfold test and minimum three full test runs in front of standard witnesses. (A driver with an NHRA competition license in any **whee-driven wheel-driven** category may not crossgrade to a jet exhibition license, regardless of experience.)

**In all categories, competition license will be granted or denied in NHRA's discretion.**

**SECTION 22: CHARTS AND FORMULAS, SFI SPECIFICATIONS (1<sup>st</sup> Paragraph) (Page 1) (12/3/2020)**

Following is a list of all SFI Specifications applicable to NHRA Championship Drag Racing, with respective expiration periods. An item with an expiration period must be returned to the original manufacturer for inspection and recertification at the end of this period before it can be permitted for further use at an NHRA event. Unless otherwise noted in this Rulebook, refer to SFIFoundation.com for the latest version of all non-chassis specifications. Also, unless otherwise noted in this document, refer to TechConn.NHRA.com for the latest SFI chassis specification versions. Note: Only certified NHRA chassis inspectors and authorized NHRA officials have access to TechConn.NHRA.com. SFI Chassis Specifications may be purchased from the SFI Foundation (sfifoundation.com, 858-451-8868); SFI Specifications are not available from NHRA Technical Services.

**SECTION 22: CHARTS AND FORMULAS, SFI SPECIFICATIONS (1<sup>st</sup> Paragraph) (Page 2) (12/3/2020)**

SFI SPEC	DESCRIPTION	EXPIRATION PERIOD
61.1	Turbocharger	2 years