



2021 NHRA RULE AMENDMENTS

(THESE RULE AMENDMENTS COVER RULE CHANGES MADE TO THE INITIAL RELEASE OF THE 2021 RULEBOOK)

(UNLESS OTHERWISE NOTED, RULE CHANGES BECOME EFFECTIVE IMMEDIATELY)

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INTRODUCTION, HAVE A TECH QUESTION?, DIVISION 2 (Page iii)
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(2/19/2021)

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**SECTION 1: ADMINISTRATIVE PROCEDURES & APPEALS, 1.6
LICENSURE; TECHNICAL INSPECTION; RETENTION OF VEHICLES AND
PARTS, 1.6.2 TECHNICAL INSPECTION (Page 9) (2/19/2021)**

~~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 consenting 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 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.~~

TECHNICAL INSPECTION

Every vehicle, all of its components, and any related items, including personal protective equipment, components that are not affixed to or have been removed from the vehicle, and computer or electronic devices and data, and anything else used by the participant and/or the vehicle (all as further defined below), are subject to technical inspection.

Technical inspection can occur 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.

The term “event official” means any individual designated by NHRA, or for NHRA Member Track events, any individual designated by the Member Track, to officiate over matters at the applicable event.

The term “tech card” means and includes any mode or method prescribed by NHRA or the applicable Member Track to collect technical information about the participant’s vehicle, component parts, and personal protective equipment, for use at the applicable event, whether the tech card is completed and submitted

electronically/online, on paper, or otherwise. The tech card is a legally binding document.

The term “personal protective equipment” or “PPE” includes, by way of illustration and not limitation, any clothing, article, item or gear worn on or affixed to the participant’s body during participation in any event and any other items meant to assist in the protection of the participant.

The term “vehicle” as used below includes, by way of illustration and not limitation, the participant’s vehicle, any component part thereof, any data or other electronic information relating to the vehicle, anything affixed to the vehicle, any equipment used on or to support the vehicle, and any fuel, liquids or gases used by the vehicle.

The terms “they,” “their” and “them” are used as a generic third-person singular pronoun, as well as in the traditional plural meaning, as applicable in context.

There are three different categories of technical inspection:

- (a) Pre-event tech inspection by an event official.** For pre-event tech inspection by an event official, each participant must complete, sign and present to a designated event official the tech card prescribed for the applicable event. In the discretion of NHRA or the applicable Member Track, the tech card may be required to be submitted online. Each vehicle and PPE are subject to in-person technical inspection by an event official before the event, and at any time during or after the event. A tech inspection conducted for an event that is postponed remains valid for the postponed event.
- (b) Extended Technical Inspection Program (“ETI”).** The ETI program is available through NHRA divisions and member tracks and allows participants to bypass in-person physical pre-event tech inspection at certain events. Contact your Division Director for more information.
- (c) Participant Self-Certification Tech System – Only at Events Designated by NHRA and Only for Vehicles Designated by NHRA.** The Participant Self-Certification Tech System (“PSTS”) in general, relies on the participant’s superior knowledge of their own vehicle and PPE and the participant’s responsibility to be familiar with and comply with the NHRA Rulebook. The PSTS requires the tech card to be submitted online in advance and does not require and generally does not include pre-event inspection by an event official. At events designated by NHRA for PSTS, 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 an event official. At present, PSTS is used at designated Divisional Events and for all vehicles at National Events.

To facilitate technical inspection and rule compliance in all categories, all participants must ensure that a tech card is completed and signed (electronically or on paper) 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 paper) prior to participation in the event. The time, place and manner for completion and submission of the tech card, whether online or on paper, will be determined by the NHRA Tech Department or applicable event officials. It is the participant's responsibility to learn and comply with the category of technical inspection that applies to the event and to abide by the official decision.

By participating in the event, the participant understands and agrees that 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 they deem appropriate on a vehicle or any part thereof, including PPE and components that are not affixed to or have been removed from the vehicle and computer or electronic devices and data, including without limitation data preserved away or apart from the vehicle. 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. Moreover, though NHRA and event officials at any NHRA Member Track will seek to return any items retained for inspection or testing, they reserve the right to retain items permanently and/or convey or destroy items if appropriate, and participant waives any property or privacy interests that may be to the contrary.

Not complying in full, interfering with, or otherwise impeding 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 or Member Track officials.

All determinations by event officials regarding the timing and method of technical inspection are final and are 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 by the officials, all in their judgment and discretion. Technical inspection does not ensure that the vehicle or PPE or any part thereof is safe. 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 PPE, 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, agents, employees and officials, make no representations, warranties, or assurances that a technical inspection, including the review of any written information or data, will do any or all of the following:

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

The participant agrees that they bear the ultimate responsibility at all times to ensure the safety of their vehicle, equipment and PPE, and compliance with all then-current NHRA rules, regulations, and agreements, including but not limited to those contained in this Rulebook. The participant agrees that they are in the best position to know about the construction and operation of their vehicle, the vehicle's equipment and PPE, 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 they are charged with full knowledge of every component in, on or of their vehicle and PPE, and that even if a third party (for example, an engine builder) has caused the participant's vehicle, equipment or PPE to be noncompliant, the participant will still be responsible for and charged with any applicable violation and sanction. Disclaiming knowledge of the particular part, equipment, or PPE, 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 and Member Track event officials, 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 tech card to event officials is on the participant and inaccuracies and other issues will be dealt with using all measures available to NHRA or Member Track. By participating, the participant certifies that their vehicle and PPE will remain in proper condition and the same as stated on the tech card throughout the entire event; that the participant will in fact properly use all equipment and PPE noted on the tech card or as otherwise required by NHRA rules; 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 PPE 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 Participant Self-Certification Tech System.

For the Participant Self-Certification Tech System (PSTS for Sportsman racers, the following terms and agreements apply, in addition to any language included by NHRA in or on the online tech card:

Participant Responsibility, Accuracy and Accountability Agreement

I understand and agree to everything that follows:

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

All vehicles and any and all parts or components of or on vehicles, and any and all PPE are subject to random spot checks and in-person technical inspection by NHRA and event officials in their sole and absolute discretion (including teardown and confiscation of items, components and/ 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.).

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

I will in fact properly use all safety and PPE noted on the 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, PPE, and for compliance with NHRA rules.

I am not depending upon NHRA or any event official to conduct an in-person or other 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.

This tech card is an electronic document that is equally valid as a paper tech card.

Like all statements made to NHRA or a Member Track, I am responsible for the truth and accuracy of everything reported on the 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 tech card I am verifying that at all times during my participation my vehicle and PPE meet all applicable NHRA rules.

Unauthorized and/or non-compliant vehicles, parts, PPE, or other 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 PPE used by me at any on-track event must be listed correctly on this tech card and must comply with NHRA rules. If anything changes from what is stated on my tech card, I will immediately notify NHRA or appropriate event officials on site.

Inaccuracies on my 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 tech card.

Prior to the event, I must sign the Release & Waiver of Liability Agreement(s) mandated by NHRA. No participation in the event and no restricted area access is permitted without signing such Release & Waiver of Liability Agreement.

I understand and agree that drag racing is a dangerous sport that can result in serious injury or death, that my participation is voluntary, and that I assume the risk of any and all forms of personal injury and property damage arising from the event. No promises or representations have been made to me different from or contrary to the terms of this agreement.

MY SIGNATURE CERTIFIES AND AFFIRMS THAT EVERYTHING STATED IN THIS 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 THIS TECH CARD AND BIND THE TEAM (INCLUDING THE DRIVER AND OWNER) TO EVERYTHING AGREED TO AND STATED IN THIS TECH CARD.

Electronic Signature Consent and Agreement

I understand and agree 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 will 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 nhracer.com for any changes.

For the Participant Self Certification System (PSTS) for Top Fuel Dragster, Fuel Funny Car, Pro Stock Car, Pro Stock Motorcycle and Pro Mod racers, the following terms and agreements apply, in addition to any language included by NHRA in or on the online tech card:

Representation and Warranty Regarding 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 tech card on behalf of my Team under the Participant Self-Certification Tech System. "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. When I electronically sign this tech card as either the Owner Representative, Driver or Crew Chief I further certify my authority set forth above. Only one signature on this tech card agreement is necessary.

Participant Responsibility, Accuracy and Accountability Agreement

I and Team understand and agree to everything that follows:

I will complete Team's tech card and certify Team's compliance with all NHRA rules. The 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 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 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.).

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 and PPE is approved and is correctly installed, worn, maintained, and used.

The driver will in fact properly use all safety and PPE noted on the 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 event official to conduct an in-person or other 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.

This 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 tech card.

Team is responsible for their own safety and compliance with NHRA rules, at all times.

While Team may work on and change the vehicle during the event, I understand that by signing this tech card I on behalf of myself and Team am verifying that at all times during Team's participation, the vehicle and PPE meet all applicable NHRA rules.

Unauthorized and/or non-compliant vehicles, parts, PPE, or other 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 PPE used by the driver at any on-track event must be listed correctly on the tech card and must comply with NHRA rules. If anything changes from what is stated on Team's tech card, I will immediately notify NHRA Tech Officials on site.

Inaccuracies with Team's 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 then-current NHRA Rulebook at all times during Team's participation in any event. Team is bound by all the information reported on this tech card.

Prior to any event, all members of Team must sign or have on file a current Release & Waiver of Liability Agreement(s) mandated by NHRA. No participation in any event and no restricted area access is permitted 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.

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 tech card.

MY SIGNATURE CERTIFIES AND AFFIRMS THAT EVERYTHING STATED IN THIS 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 THIS TECH CARD AND BIND THE TEAM (INCLUDING THE DRIVER, CREW AND

OWNERSHIP) TO EVERYTHING AGREED TO AND STATED IN THIS 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 will 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 nhracer.com for any changes.

SECTION 1: ADMINISTRATIVE PROCEDURES & APPEALS, 1.9 PUBLICITY, 1.9.1 ~~Pilot~~ Team Social Media Program (Page 32 (3/5/2021))

AS AN **EXEMPTION EXCEPTION** to the rules stated above in Section 1.9 and its subparts (1) – (6), NHRA is continuing a pilot program for social media use of certain images captured at events. The rule is below. Strict compliance required. Noncompliance subject to all available remedies including any penalty available under the Rulebook. **Please note that strict compliance with this rule is necessary to respect the sport's relationship with and commitments to FOX Sports. Violations may result in disciplinary action and/or in termination of this ~~pilot~~ program.**

Camera use for competition purposes is governed by the NHRA Rulebook and the Tech Department; see Section 21.9.15 for competition camera rules. This Social Media Rule does not change the rules for competition cameras nor does this Social Media Rule allow additional cameras for competition use. This rule allows one (1) person per lane (two (2) people if Team has a vehicle running in both lanes) to hold a small unobtrusive camera (for example, an iPhone) outside the race vehicle. This rule also allows social media use of acceptable images captured from a Tech-approved in/on-car competition camera. Camera glasses may be used as the in/on car competition camera, pursuant to Rule 21.9.15. Additional or new camera-based data or image capturing technology is prohibited).

This Social Media Rule **is part of a pilot project by NHRA to experiment with allowing allows** teams to capture certain images from NHRA race venues for use to promote the team and NHRA drag racing in a positive light on social media.

~~Because social media is an emerging area, the~~ The rights granted are subject to change, and there is no promise that the same or similar rights will be granted for the entire season, or in the future.

Any violation ~~to~~ of the Social Media Rule may result in a minimum \$1,000 fine and will subject the individual and/or team to further disciplinary action.

To use the privilege granted by this rule the following requirements apply:

Team Requirements: Applies to all teams at National Events

- ~~Applies to all teams at National Events.~~ Top Fuel, Funny Car, Pro Stock, and Pro Stock Motorcycle teams must comply with **additional requirements** set by the NHRA Marketing/Social Media Department such as signing the Team Social Media Rule Acknowledgement and Agreement.

Tagging: ALL postings must include a tag, and wherever possible a hashtag. The tag must be “@NHRA” and the hashtag must be “#NHRA”, “#NHRAonFox” and/or any other hashtag(s) that NHRA may require for a given time period.

On-Track Video:

- **Time and place of access:** When your driver is running, one (1) amateur videographer/photographer per lane (must have Restricted Area credential, and if the Team is TF, FC, PSC or PSM, must also have a SLAP and ~~vest~~ Social Media Access lanyard band) may take video recordings of Team’s driver and crew, only from the starting line area behind the wheelie bar (not from the top end, from the grandstands, from the top of the tower, or from anywhere else on track) for the purpose of creating social media content. In addition, video footage from one (1) NHRA Tech Department approved in/on-car competition camera is allowed for social media use.

~~• Time of posting: Video that includes any on-track action (including video taken from the starting line and in/on-car competition cameras) may be posted immediately (with the exception of live streaming) on Qualifying days and only AFTER the completed program of the applicable NHRA Camping World event day has been telecast on the applicable FOX channel on Final Eliminations day. Further, video taken from in/on-car competition cameras must be reviewed and approved by an NHRA Social Media representative before posting to team’s social media channels. PM and Sportsman teams should follow the same guidelines as above and do not have to wait until after the PM or Sportsman shows air.~~

- **Type of cameras:**

- Starting line: Only ONE (1) small, unobtrusive camera is allowed per videographer/photographer at the starting line for the purpose

of creating social media content. The camera permitted under this Social Media Rule is separate from the one (1) starting line camera allowed for competition purposes under Section 21.9.15, however the prohibition on capturing images of a competitor in that section still applies. Camera equipment is subject to approval by NHRA in NHRA's sole and absolute discretion. NHRA reserves the right to affix and require indicia of approval on approved equipment. On/in-car competition cameras must be approved by the NHRA Tech Department.

- **Type of camera- DRIVER:** Driver may use camera glasses, subject to approval by NHRA in NHRA's sole and absolute discretion. NHRA reserves the right to affix and require indicia of approval on approved equipment. Camera glasses count as a "competition camera" but may also be used for social media.
- **TV In-Car Cameras-in-car cameras:** Contact sreintjes@nhra.com regarding RF in-car cameras used by the NHRA broadcast team.
- **Time of posting**
 - **Pros -Qualifying Days: Video that includes any on-track action (including video taken from the starting line and in/on-car competition cameras may be posted immediately (NO LIVE STREAMING) on Qualifying days.**
 - **Pros -Final Elimination Days: Video that includes any on-track action (including video taken from the starting line and in/on-car competition cameras) may be posted only AFTER the completed program of the applicable FOX cahnnel on Final Eliminatin day.**
 - **In all cases, video taken from in/on-car competition cameras must be reviewed and approved by an NHRA Social Media representative before posting to team's social media channels**
 - **Pro Mod and Sportsman: PM and Sportsman teams should follow the same guidelines as above and do not have to wait until after the PM or Sportsman shows air.**
- **Credentials/Requirements:** The camera used at the starting line for purpose of creating social media content must be used by an adult, amateur videographer/photographer who has executed a Release and Waiver of Liability. If the team is TF, FC, PSC or PSM, the Social Media Rule Agreement and Acknowledgment and any other documents as requested by NHRA must be executed, and the prescribed identifying item (currently Restricted Area credential **with a Social Media Access lanyard band and SLAP, SLAP and vest**) must be worn. If a TF, FC, PSC or PSM team intends to use in/on-car competition camera video for social media purposes, the team must have signed the Social Media Rule Acknowledgement and Agreement after the in/on car camera is approved by the NHRA Tech Department.

On-Track Still Photos: May be taken at the same time as video; may be posted at any time.

Video or Photos On-Site but Not On-Track (pits, staging lanes, etc.): Video and photos that DO NOT include on-track or racing action may be taken and posted any time, provided that all of the following conditions are met:

- No racing action is included
- Nothing is included that is being filmed as part of the FOX programs

Access Limits:

- On-track racing action may be videoed or photographed only as stated above. No photos/video at top end, scales, etc.
- Team may create video of only its own drivers and crews.
- Video access shall be determined by NHRA and subject to the instruction of NHRA staff. Team shall comply with all directions of NHRA on-site staff and shall in no way impede or interfere with the conduct of the event or any part of the event and/or NHRA's recording of any part of the event. NHRA may limit or revoke video access or deny access, even after the event has commenced, in NHRA's sole and absolute discretion, at any time.

Content Limits:

- Any video and photos may be used only to illustrate in a positive manner Team's involvement in NHRA drag racing. Video and photos will include nothing detrimental to NHRA or the sport of drag racing. All video and photos will follow the philosophy of NHRA, which promotes drag racing, the role of safety in drag racing, and is a family-oriented organization.

Use of the Video and Photos Permitted for Social Media Only:

- On Team's mono-branded website;
- On Team's mono-branded pages and channels on social networking sites such as Instagram, Twitter, YouTube and Facebook;
- On Team's mono-branded blogs.
- This rule is not for commercials, for film crews, for TV shows, for movies, for other commercial purposes, display ads, company marketing tapes, etc. If Team or a sponsor wishes to use a professional film crew, please complete the NHRA Video and Access Request Form which can be found online at https://nhra.formstack.com/forms/nhra_media_request_form.

All other uses prohibited unless approved by NHRA. To request approval for another use complete the NHRA Video and Access Request Form **which can be found online at https://nhra.formstack.com/forms/nhra_media_request_form**. Approval will be granted or denied in NHRA's sole and absolute discretion, and if granted will be subject to a written agreement. Examples of prohibited uses include the following types of use:

- In any telecast or distribution over the internet other than social media.
- In any news or other media.
- In any existing or proposed television series, pilot, feature film, etc.
- In any commercial or advertisement.
- For sale in any manner including behind a paywall or as part of any compilation sold in any manner.

Additional Use Rules:

- Team may not assign, transfer or license any rights in any video or photos.
- No live webcast of video or other live transmission/live streaming of any video from any event.
- Video may not be sold or monetized.
- Video may not be offered for download.
- No video clip used may be over five (5) minutes and clips may not be strung together to create an episode/program or the equivalent (e.g. like a television show, an episode of a television show or a webisode).
- The Team's website must include a reference to the NHRA Camping World Drag Racing Series (with approved logo) and NHRA on FOX (with approved logo) and a hyperlink to the NHRA Camping World TV Schedule whenever video or photos are posted. Each video clip posted to the Team's YouTube channels must include a hyperlink to the NHRA Camping World TV Schedule. The Team will also include a hyperlink to the NHRA Camping World TV Schedule in other social media postings where possible.
- To the maximum extent possible to do so, the promotion of the NHRA Camping World TV Schedule must be at least as prominent on Team's website as the video usage itself. Postings of any portion of the video must include a verbal mention and/or an on-screen graphic reference to the NHRA Camping World Drag Racing Series on FOX, including a notation to "Watch NHRA Drag Racing on FOX" or as otherwise designated by NHRA.

Approval and Takedown: NHRA has rights of approval over the actual use of video and photographs and may order the takedown of or otherwise embargo such use on any website if NHRA disapproves of the video and Team agrees to comply immediately with any request by NHRA to modify the presentation of, or take down, any video taken onsite at any event.

Additional Requirements:

- NHRA may require Team, within five (5) days of NHRA's request, to furnish NHRA with a complete list of all sites/postings where any video from prior NHRA Camping World event is located. Project posting lists shall be sent to IP@nhra.com.

- Team grants NHRA a perpetual, worldwide, fully paid-up, royalty-free license to use any video or photo captured by Team for any purpose in perpetuity by any and all means now known or hereafter developed, including without limitation in print, online and in NHRA's social media. As soon as possible after NHRA's request, Team and any applicable individuals will supply any video or photos taken to NHRA. Team and any applicable individuals will execute any further documents necessary to memorialize this license.
- This Social Media Rule grants no license or rights to: any rights not specifically granted; marks owned by NHRA; any participants, contractor, sponsor or third party marks; any use in a manner that states, suggests or implies an association or any endorsement between Team and/or any third party and the NHRA; use in connection with any fantasy gaming, "betting lines" or any form of wagering; use in any manner that would reflect negatively on NHRA; or any use that could be subject to a claim that it is defamatory, invades the right of privacy or infringes any other right of any person.
- **NOT WITHSTANDING ANY OTHER PROVISION OF THIS SOCIAL MEDIA RULE OR THE RULEBOOK THAT MAY BE CONTRARY, IF ANY VIDEO AND/OR PHOTO SHOT HEREUNDER CONTAINS CRASH OR OTHER RACING OR NON-RACING INCIDENT MATERIAL, TEAM IMMEDIATELY MUST TURN OVER THE ORIGINAL AND ANY COPIES OF SUCH VIDEO AND/OR PHOTOS TO NHRA (AND NHRA MAY CONFISCATE SUCH VIDEO AND/OR PHOTOS IF IT IS NOT IMMEDIATELY TURNED OVER) AND TEAM MAY NOT USE SUCH VIDEO AND/OR PHOTOS FOR ANY PURPOSE WHATSOEVER. IN ADDITION, TEAM WILL NOT SUPPLY CRASH MATERIAL TO ANY NEWS ORGANIZATION OR OTHERWISE PROVIDE SUCH IMAGES FOR PUBLIC VIEWING.**
- Team shall bear the full responsibility for any deviation from the terms and obligations of this Social Media Rule by any person affiliated or working with Team.
- The following are among possible violations for which NHRA may take disciplinary actions with TF, FC, PSC **or PSM**, ~~PSM or PM~~ teams at National Events:
 - Filming at the starting line area or use of in/oncar competition camera video footage for social media without the person filming first signing the Team Social Media Rule Agreement and Acknowledgment.
 - Allowing any individual to film in the starting line area who is not a member of the driver's team and has not signed the Social Media Rule Agreement and Acknowledgment.
 - Filming at the starting line area for social media without the person filming wearing the prescribed identifying item (currently Restricted Area credential with a Social Media Access **lanyard** and SLAP **and vest**).

- Transferring the prescribed identifying item (currently Restricted Area credential **with a Social Media Access lanyard band and SLAP, SLAP and vest**) to someone who has not signed the Team Social Media Rule Acknowledgment and Agreement.
- Posting video **and/or photos** captured at the starting line or by a Tech-approved in/on-car competition camera or any on-track racing action prior to the completion of the applicable television broadcast **on Camping World elimination days.**
- Posting video filmed from a Tech-approved in/on-car competition camera without review and approval from an NHRA Social Media representative.
- Use of more cameras than permitted at the starting line area.
- Video use for any type of commercial purpose.

SECTION 6: E3 SPARK PLUGS NHRA PRO MOD DRAG RACING SERIES PRESENTED BY J&A SERVICE, ENGINE: 1, SUPERCHARGER (2ND Paragraph) (Page 3) (2/19/2021) (3/19/2021)

For Centrifugal Supercharger: Procharger F3R/X-140 head unit (PC314A-140/PC316A-140) paired with 4CD-BAE-3-**1.40 1.20**, 4CD-TFX-3-**1.40 1.20**, 4CD-NON-3-**1.40 1.20**, 4CD-BBC-3-**1.40 1.20** gear drive units, ~~and or~~ Procharger F4X-140 head unit (PC318A-140) paired with 4CD-BAE-3-**1.667 1.421**, 4CD-TFX-3-**1.667 1.421**, 4CD-NON-3-**1.667 1.421**, 4CD-BBC-3-**1.667 1.421** gear drive units only. AF006A-027 inlet bell mouth only. Must be unmodified and factory sealed. Color of factory seal on head unit must match that of gear drive. Intercoolers prohibited.

SECTION 6: E3 SPARK PLUGS NHRA PRO MOD DRAG RACING SERIES PRESENTED BY J&A SERVICE, DRIVETRAIN: 2, TRANSMISSION (4TH Paragraph) (Page 5) (2/2/2021)

Lockup converters are prohibited on supercharged and turbocharged combinations. Lockup converters are permitted on nitrous-assisted combinations. Overdrive units are prohibited on all combinations. A 1-to-1 relationship is mandatory in high gear for all transmission types. Automated, electric, or automated pneumatic shifting devices **permitted prohibited** on all transmission types; ~~must be controlled by preset engine rpm and/or time functions only.~~ Each individual shift must be a function of the driver and controlled manually. Iterative transmission staging device permitted on converter cars. Manipulation of transmission or converter pressure or volume other than at the starting line is prohibited. Pressure manipulation control must be disarmed upon the release of the transbrake or any other device used when launching the vehicle. See General Regulations 2:12, 2:13, 2:14.

SECTION 6: E3 SPARK PLUGS NHRA PRO MOD DRAG RACING SERIES PRESENTED BY J&SERVICES, FRAME: 4, PARACHUTE (Page 6) (2/2/2021)

Dual parachutes mandatory. Beginning January 1, 2022, Pilot chutes must be made of a bright color, not black, to be visible on the racing surface if detached

from the main chute Parachute packs and unpacked shroud lines must be protected with fire-resistant material from the mounting point to the pack. Separate shroud-line mounting points required with 1/2-inch sleeved Grade 8 bolts. See General Regulations 4:8.

SECTION 11A: STOCK CARS, ENGINE: 1, CYLINDER HEADS (Page 3) (2/19/2021)

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 except OEM. 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-ringing prohibited. Exhaust plates prohibited.

SECTION 11B: NHRA FACTORY STOCK SHOWDOWN, DESIGNATIONS (Page 13) (2/2/2021) (3/19/2021)

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 all pre-2019 Chevrolet COPO and Ford Cobra Jet combinations 3,450 lbs. except for all Ford Cobra Jet combinations with 2.3L Eaton superchargers 3,275 lbs.

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

Minimum weight for all 2019 and 2020 Chevrolet COPO, [2021 Drag Pak](#) and 2019 Ford Cobra Jet combinations 3,575 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: (3.250) 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 ~~(3.250)~~ **(3.125)** 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

[2021 Challenger Drag Pak 354](#)

- [630 HP Supercharged 3.0L Whipple](#)
 - [Upper supercharger pulley size ~~\(3.500\)~~ **\(3.375\)** inches](#)
 - [Lower engine pulley \(7.530\) 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: ~~(3.750)~~ (3.625) 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 12B: SUPER STOCK /GT, DRIVETRAIN:2, TRANSMISSION SHIELD, AUTOMATIC (Page 12) (3/5/2021)

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

SECTION 12B: SUPER STOCK /GT, DRIVETRAIN:2, TRANSMISSION SHIELD, AUTOMATIC (FOR 2019 SEASON) (Page 12) (3/5/2021)

Cars in GT/AA through GT/PA, FGT/A through FGT/N, and any car running quicker than 10.99 must be equipped with a transmission shield meeting SFI Spec 4.1. Cars in GT/AA through GT/KA and FGT/A through FGT/N, SFI 29.1 automatic transmission flexplate and SFI 30.1 flexplate shield mandatory.

SECTION 12B: SUPER STOCK /GT, BODY:7, HOOD (Page 14) (New paragraph after FLOOR) (2/2/2021)

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. If using a model car that has a factory fresh air hood, but the engine combination is a non-fresh air engine, the openings must be blocked off. Non fresh air engines = No openings. Fresh air engines with fresh air hood permitted.

SECTION 13A: GAS DRAGSTER, ENGINE:1, TURBOCHARGER (Page 7) (2/2/2021)

Permitted in H/D and I/D classes only. H/D limited to 6-cylinder, single turbo applications limited to a maximum 91mm; 6-cylinder, twin turbo applications limited to a maximum 76mm; 8-cylinder, small-block twin turbo applications limited to a maximum 78mm; 8-cylinder, big block twin turbo applications limited to a maximum 82mm. I/D limited to maximum single 76mm turbocharger only (twin turbos prohibited). Air-to-air or water-to-air intercooler permitted on turbocharged vehicles.

SECTION 14: TOP ALCOHOL DRAGSTER, FRAME: 4, PARACHUTE (Page 7) (2/2/2021)

Dual parachutes mandatory. [Beginning January 1, 2022, Pilot chutes must be made of a bright color, not black, to be visible on the racing surface if detached from the main chute.](#) Two separate shroud line mounting points mandatory with sleeved 1/2-inch-minimum grade 8 steel bolts with self-locking nuts or with nuts welded onto parachute brackets. Shroud line mounting brackets must be constructed of minimum 3/16-inch 4130 steel. Two NHRA-accepted parachute tethers are required and must be routed through each shroud line end loop and be attached using the rear end mounting bolts on each side. The mounting attachments on each end of both tethers must attach to either separate rear end mounting bolts or opposite ends of a single bolt (one under the head of the bolt and the other under the nut). NHRA-accepted parachute tethers: Amick Race Car Restraints PARA-101REV1, Future Fibres FF30MLB-P-MB, or Taylor Motorsports 108. When Future Fibres FF30MLB-P-MB is used, only one tether is required and must be routed through each shroud line end loop and be attached using the rear end mounting bolt on each side. All tethers must be covered with a fire-resistant material. See REAR WINGS & SUPPORTS. See General Regulations 4:8.

SECTION 15: TOP ALCOHOL FUNNY CAR, FRAME: 4, PARACHUTE (Page 4) (2/2/2021)

Dual parachutes mandatory. [Beginning January 1, 2022, Pilot chutes must be made of a bright color, not black, to be visible on the racing surface if detached from the main chute.](#) Two separate shroud line mounting points mandatory with sleeved 1/2-inch-minimum Grade 8 steel bolts with self-locking nuts or with nuts welded onto parachute brackets. Shroud line mounting brackets must be constructed of minimum 3/16-inch 4130 steel. Two NHRA-accepted parachute tethers are required and must be routed through each shroud line end loop and be attached using the rear end mounting bolts on each side. The mounting attachments on each end of both tethers must attach to either separate rear end mounting bolts or opposite ends of a single bolt (one under the head of the bolt and the other under the nut). NHRA-accepted parachute tethers: Amick Race Car Restraints PARA-101REV1, Future Fibres FF30MLB-P-MB, or Taylor Motorsports 108. When Future Fibres FF30MLB-P-MB is used, only one tether is required and must be routed through each shroud line end loop and be attached using the rear end mounting bolt on each side. All tethers must be covered with a fire-resistant material. The parachute floor must be flat and may not extend more than 6 inches rearward or beyond the parachute pack, whichever is less. The measurement will be taken from the mounting point on the rear of the body. The use of a wicker prohibited. See General Regulations 4:8.

SECTION 16: PRO STOCK MOTORCYCLE, DESIGNATION (Page 1) (2/2/2021)

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) – 640 pounds~~

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

VTwin: VH160VT
(up to 160 cid; 60-degree angle, 2-valve, pushrod) – 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

NHRA reserves the right to adjust weights as performance dictates.

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.

Serial number or identification mark on cases must be visible with body removed.

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

SECTION 17: PRO STOCK, FRAME: 4, PARACHUTE (Page 6) (2/2/2021)

Dual parachutes mandatory. Beginning January 1, 2022, Pilot chutes must be made of a bright color, not black, to be visible on the racing surface if detached from the main chute. Parachutes must be mounted such that the maximum measurement between the outside edge of the two parachutes does not exceed 24 inches. Parachute packs may not be enclosed. Parachutes must be assisted by a launcher system – either air or spring. A pilot spring does not constitute a launcher but is acceptable as a secondary launch unit. No more than 3.5 inches

of any portion of the parachute pack can be located under [the](#) rear of the spoiler. Measured from the parachute pack backing plate to the rear tip of the spoiler. Pneumatic parachute must use minimum 3/8-inch O.D. line; cannot use separate air supply from other pneumatic functions. A bushing is mandatory over the shroud-line mounting bolt(s). Lower parachute mounting supports must be bolted; upper mounts may be pinned. See General Regulations 4:8.

**SECTION 18: FUNNY CAR, DESIGNATION (4TH Paragraph) (Page 1)
(2/19/2021)**

Plans for proposed changes to vehicle design or vehicle components and, if practicable, prototypes, must be submitted to the NHRA Technical Department as part of the review process. Fees and costs, if any, incurred by NHRA in determining whether to approve or disapprove the proposed changes to vehicle design or vehicle components shall be borne by the party submitting the items for review. Approval, if granted, is valid only if such approval is granted in writing, signed by [a designated representative of the NHRA Technical Department](#) ~~the Director of Engineering, Technical Operations~~. No proposed changes to vehicle design or vehicle components can be used in competition unless such written approval has first been granted.

**SECTION 18: FUNNY CAR, DESIGNATION (6TH Paragraph) (Page 1)
(2/19/2021)**

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, [or different from what is listed on the Tech Card](#), including an item or component that has been modified or altered from the approved configuration, then the driver [and/or team is subject to penalties in the sole and absolute discretion of NHRA. Penalties can include loss of points and/or monetary fines as well as suspension, disqualification or any other penalty NHRA deems appropriate.](#) ~~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. Fines, if~~ ~~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.) front wings; rear wings; tires; and nitromethane.

**SECTION 18: FUNNY CAR, ENGINE:1. INTAKE MANIFOLD (Page 3)
(3/5/2021)**

Accepted setback manifolds: AJPE Stage III 25A-103 or 25A-110, JFR FAM1174 and TBS-500. All other setback manifolds prohibited. Non-setback manifolds permitted if approved by NHRA. Manifold studs must be manufactured per NHRA specifications. Refer to NHRARacer.com for minimum requirements. If using the TBS-500 a tether is required connecting the two halves of the manifold. A current list of NHRA-accepted manifold restraints is available on NHRARacer.com. Manifold burst panel(s) meeting SFI Spec 23.1 mandatory. Any active burst panel(s) must be covered with a safety shutoff tether. Minimum of 2 separate hold down or tether anchor points must be used to attach or contain tether over each burst panel. Tether must be installed to minimize the distance between the face of the burst panel and the tether cable/ connector. A minimum of 1 tether connection must be installed over the face of each burst panel. Tape can be used over the tether connection to prevent accidental separation if kept to a minimum. Only one burst panel per opening allowed. When using AJPE Stage III 25A-103 manifold, one or both of the 10.75-inch round openings may be blocked off. Only one round openings may be blocked off when using AJPE Stage 25A-110. See General Regulations 1:10.

**SECTION 18: FUNNY CAR, ENGINE:1. SUPERCHARGER (Page 4)
(2/19/2021)**

Restricted to Roots-type supercharger, rotor helix angle not to exceed that of a standard 71-series GM-type rotor. Turbocharger and/or centrifugal supercharger prohibited. Maximum size: 14- 71, 22 5/16-inch case length, 11 1/4-inch case width, 19-inch rotor length; maximum rotor diameter: 5.840 inches including fixed stripping. The top opening may not exceed 11.750 inches in length or 4.600 inches in width. The case must have removable front and rear bearing end plates; rotor must be contained within one-piece case. Inlet/outlet cavity permitted on front plate only, restricted to maximum 1 inch, measuring from face of bearing plate to the back of the cavity. Cavities are not allowed on rear plate. Spacer or components between top of supercharger case and bottom of hat restricted to 2-inch maximum. Spacer and components may be constructed of aluminum or composite materials only. Coating or anodizing of the blower case, blower rotors, blower case end plates, and spacer is permitted. Variable multi-speed supercharger devices prohibited. Supercharger restraint system meeting SFI Spec 14.3 mandatory. Supercharger restraint straps must be covered with a fire-resistant material. Belt guard mandatory to shield fuel/oil lines and to prevent damage to oil retention pan. See General Regulations 1:10, 1:11.

SECTION 18: FUNNY CAR, FRAME: 4, PARACHUTE (Page 7) (2/2/2021)

Dual parachutes mandatory. Beginning January 1, 2022, Pilot chutes must be made of a bright color, not black, to be visible on the racing surface if detached from the main chute. Two separate shroud line mounting points mandatory with sleeved 1/2-inch-minimum Grade 8 steel bolts with self-locking nuts or with nuts welded onto parachute brackets. Shroud line mounting brackets must be

constructed of minimum 3/16-inch 4130 steel or titanium. Shroud lines must be covered with 1/16-inch-thick leather or NHRA-accepted material from mounting point into the pack. Two NHRA-accepted parachute tethers are required and must be routed through each shroud line end loop and be attached using the rear end mounting bolt(s) on each side. The mounting attachments on each end of both tethers must attach to either separate rear end mounting bolts or opposite ends of a single bolt (one under the head of the bolt and the other under the nut). NHRA-accepted parachute tethers: Amick Race Car Restraints PARA-101REV1, Future Fibres FF30MLB-P-MB, or Taylor Motorsports 108. When Future Fibres FF30MLB-P-MB is used, only one tether is required and must be routed through each shroud line end loop and be attached using the rear end mounting bolt on each side. All tethers must be covered with a fire-resistant material. Two separate release cables mandatory. Parachute mounting box must be NHRA-accepted prior to competition. The parachute floor must be flat and may not extend more than 6 inches rearward or beyond the parachute pack, whichever is less. The measurement will be taken from the mounting point on the rear of the body. The use of a wicker prohibited. See General Regulations 4:8.

SECTION 18: FUNNY CAR, INTERIOR: 6, SEAT (Page 9) (2/2/2021)

Seats must be foamed with energy-absorbing material and formed to the driver of the vehicle's body. The seat must make contact with the driver's entire back, buttocks and upper thighs and be accepted by NHRA officials. Minimum one-layer, flame-retardant-material type mandatory as seat upholstery. Driver seat bucket must be made of aluminum or steel. Magnesium and carbon fiber driver seat buckets are prohibited. [The driver must be protected with a plate located behind the driver's back to block off the area between the shoulder hoop and minimally the top of the coupler/pinion. The plate must not contain holes and be constructed of .125" Aluminum or .0625" steel or titanium. The plate may also be a multi-piece design, with no gaps between the pieces.](#)

SECTION 19: TOP FUEL DRAGSTER, DESIGNATION (4TH Paragraph) (Page 1) (2/19/2021)

Plans for proposed changes to vehicle design or vehicle components and, if practicable, prototypes, must be submitted to the NHRA Technical Department as part of the review process. Fees and costs, if any, incurred by NHRA in determining whether to approve or disapprove the proposed changes to vehicle design or vehicle components shall be borne by the party submitting the items for review. Approval, if granted, is valid only if such approval is granted in writing, signed by [a designated representative of the NHRA Technical Department](#) ~~the Director of Engineering, Technical Operations~~. No proposed changes to vehicle design or vehicle components can be used in competition unless such written approval has first been granted.

SECTION 19: TOP FUEL DRAGSTER, DESIGNATION (6TH Paragraph) (Page 1) (2/19/2021)

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, or different from what is listed on the Tech Card, including an item or component that has been modified or altered from the approved configuration, then the driver and/or team is subject to penalties in the sole and absolute discretion of NHRA. Penalties can include loss of points and/or monetary fines as well as suspension, disqualification or any other penalty NHRA deems appropriate. ~~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. Fines, 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.) front wings; rear wings; tires; and nitromethane.

SECTION 19: TOP FUEL DRAGSTER, ENGINE:1. SUPERCHARGER (Page 5) (2/19/2021)

Restricted to Roots-type supercharger, rotor helix angle not to exceed that of standard 71-series GM-type rotor. Turbocharger and/or centrifugal supercharger prohibited. Maximum size: 14-71, 22 5/16-inch case length, 11 1/4-inch case width, 19-inch rotor length; maximum rotor diameter: 5.840 inches including fixed stripping. The top opening may not exceed 11.750 inches in length or 4.600 inches in width. The case must have removable front and rear bearing end plates; rotor must be contained within one-piece case. Inlet/outlet cavity permitted on front plate only, restricted to maximum 1 inch, measuring from face of bearing plate to the back of the cavity. Cavities are not allowed on rear plate. Spacer or components between top of supercharger case and bottom of hat restricted to 2 1/2-inch maximum. Spacer and components may be constructed of aluminum or composite materials only. Coating or anodizing of the blower case, blower rotors, blower case end plates, and spacer is permitted. Variable multi-speed supercharger devices prohibited. Supercharger restraint system meeting SFI Spec 14.3 mandatory. Supercharger restraint straps must be covered with a fire-resistant material. Belt guard mandatory to shield fuel/oil lines and to prevent damage to oil retention pan. See General Regulations 1:10, 1:11.

**SECTION 19: TOP FUEL DRAGSTER, FRAME: 4, PARACHUTE (Page 8)
(2/2/2021)**

Dual parachutes mandatory. [Beginning January 1, 2022, Pilot chutes must be made of a bright color, not black, to be visible on the racing surface if detached from the main chute.](#) Two separate shroud line mounting points mandatory with sleeved 1/2-inch-minimum Grade 8 steel bolts with self-locking nuts or with nuts welded onto parachute brackets. Shroud line mounting brackets must be constructed of minimum 3/16-inch 4130 steel or titanium. Shroud lines must be covered with 1/16-inch-thick leather or NHRA-accepted material from mounting point into the pack. Two NHRA-accepted parachute tethers are required and must be routed through each shroud line end loop and be attached using the rear end mounting bolts on each side. The mounting attachments on each end of both tethers must attach to either separate rear end mounting bolts or opposite ends of a single bolt (one under the head of the bolt and the other under the nut). NHRA-accepted parachute tethers: Amick Race Car Restraints PARA-101REV1, Future Fibres FF30MLB-P-MB, or Taylor Motorsports 108. When Future Fibres FF30MLB-P-MB is used, only one tether is required and must be routed through each shroud line end loop and be attached using the rear end mounting bolt on each side. All tethers must be covered with a fire-resistant material. Two separate release cables mandatory. See WINGS & SUPPORTS. See General Regulations 4:8.

**SECTION 22: CHARTS AND FORMULAS, SFI SPECIFICATIONS (Page 8)
(2/2/2021)**

SFI SPEC	DESCRIPTION	EXPIRATION PERIOD
45.2	Roll-Bar/Cage Padding	
<u>46.1</u>	<u>Nitro- Methane Fuel Motorcycle.....</u> <u>Engine Restraint Device</u>	<u>2 years</u>
49.1	Top Fuel Rear Wing Assembly	1 year