



2023 TO 2024 NHRA RULE AMENDMENTS

(THESE RULE AMENDMENTS COVER RULE CHANGES MADE TO THE LAST DIGITAL RELEASE OF THE 2023 NHRA RULEBOOK)

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NATIONAL HOT ROD ASSOCIATION (Page iii) (11/29/2023)

In its 73rd year, NHRA continues to offer an unequalled motorsports experience for racers, sponsors, and fans. Keys to the success have been NHRA's focus on racer participation at all levels and providing venues to race with rules designed to provide fair competition and to enhance safety. One way that NHRA consistently achieves these important objectives is through the development of a Rulebook designed to provide guidance for NHRA activities, participants, and member tracks.

NHRA's wide variety of racing series accommodates racing at all levels of interest, a wide range of vehicles, and from age 5 on up.

The Top Fuel, Funny Car, Pro Stock, and Pro Stock Motorcycle classes share top billing in the sport's NHRA Mission Foods Drag Racing Series. The Mission Foods Series is a full season's tournament of major national events produced in prime market locations from coast to coast.

In addition, racing is conducted at the national, regional, and divisional level in the NHRA Lucas Oil Drag Racing Series, a schedule that includes a myriad of classes ranging from Top Alcohol Dragster to Super Street.

Supercharged or turbocharged, methanol-burning or nitrous oxide-injected, gasoline-burning full-bodied cars compete in the NHRA Pro Mod Drag Racing Series schedule showcased at designated national events.

E.T. racing is based on the bracketing of elapsed-time performances in producing categories for handicap-start competition. Because of its open-ended rules, E.T. racing encourages participation by a wide variety of vehicle types, from street rods to muscle cars to the latest offerings from domestic and foreign automakers. The NHRA Summit Racing Series is the entry level for most first-time racers, and its grassroots nature offers an affordable welcome to newcomers and old-timers in the sport. More than 6,000 events are conducted annually at approximately 120 NHRA member tracks throughout the United States and Canada. About 80% of total entries at these events are E.T. racers. Also, NHRA Street Legal Racing lets almost anyone take almost any street vehicle out to a local track for a thrilling taste of the strip.

In 2014, NHRA introduced the NHRA Jr. Street program for 13- to 16-year-olds. At participating NHRA member tracks, teenagers who have completed the licensing requirements can compete against one another in their approved vehicles.

The Summit Racing NHRA Jr. Drag Racing League for NHRA's youngest drivers is based on half-scale dragsters and a single-cylinder engine. The class is open to youth 5 to 17 and is conducted at most NHRA member tracks. Drivers are

required to have an NHRA Summit Racing Jr. Drag Racing League participant card and must be capable of the safe operation of the vehicle. The vehicle must meet basic safety criteria outlined in this Rulebook.

NHRA invites you to join the fun of organized drag racing at your nearest NHRA dragstrip as a member of NHRA, the world's largest auto racing organization.

NHRA Divisional Technical Services Representatives, DIVISION 1 and DIVISION 2 (Page iii) (11/17/2023)

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INTRO: NHRA JR. STREET (Page xv) (11/27/2023)

Pop culture observers who think young people's interest in cars is waning seem to have difficulty explaining a growing interest in motorsports among America's youth. In fact, to help meet the demand for teenagers wanting to drive fast, NHRA offers a racing program for 13-16-year-olds that combines racing and car safety.

NHRA Jr. Street gives teenage boys and girls the opportunity to race against their peers with an approved licensed supervising adult as a teammate. Competitors will go through an orientation/ licensing procedure on an eighth-mile dragstrip in their vehicles, which must meet program requirements. Approved vehicles must be registered, insured, street-legal vehicles with mufflers and DOT approved street tires (slicks prohibited) tires and run 9 seconds and slower. If a racer runs faster than 8.50 seconds, he or she will be disqualified for the remainder of the event and may face further action deemed appropriate by NHRA in NHRA's sole and absolute discretion.

NHRA Jr. Street is for drivers of full-bodied cars, trucks, vans, or SUVs. Prohibited vehicles include open-top SUVs or open-top SUV-type vehicles. Convertible tops are allowed but must be closed at all times. Motorcycles and race cars are prohibited. Car may not be equipped with drive wheel tubs, or be backhalved. All vehicles must be street-legal **and driven in the gate**. Vehicles must also have the correct state issued license plate (dealer tags, paper tags, temporary tags, etc. prohibited), a valid state vehicle registration, a valid state inspection (if required), and proof of current insurance. Vehicles must be able to pass all state highway safety requirements for the state in which the vehicle is registered.

Participants may not compete in any other class except Jr. Dragster. As part of the membership purchase necessary for this program, participants also receive the digital edition of award winning NHRA National Dragster magazine and excess medical insurance (coverage may be different outside the United States).

All of NHRA's member tracks are eligible to conduct NHRA Jr. Street activities. Those interested in competing should contact a member track by using the Member Track Locator at NHRA.com. Program rules begin below.

NHRA Jr. Street is the latest program in NHRA's youth racing segment that also includes the NHRA Summit Racing Jr. Drag Racing League, NHRA Street Legal Racing, and the NHRA Summit Racing Series.

INTRO: NHRA JR. STREET, DRIVER: 10, AGE REQUIREMENTS (Page xvi)
(11/27/2023)

Licensed participants must be at least 13 years old and may participate through the year of their 16th birthday (if 16 on January 1, may compete through the end of that calendar year).

INTRO: NHRA JR. STREET, DRIVER: 10, CREDENTIALS (Page xvi)
(11/27/2023)

A valid NHRA Jr. Street program participant license and NHRA membership are mandatory. License application must be fully completed and submitted to NHRA headquarters for processing. License application available at NHRARacer.com. All new license applications must include a certified copy of the participant's birth certificate and a completed and notarized minor waiver and release.

Optional Orientation Passes; Up to six (6) venue orientation passes may be made with the license applicant as a passenger and the licensed supervising adult as the driver to familiarize the applicant with the full cycle of a pass. Orientation passes must be made as singles runs, not during any eliminations. Orientation passes must be 9.00 or slower in the 1/8th mile. Any passes exceeding 9.00 will be grounds for disciplinary action towards the licensed driver. Prior to making any orientation passes the license applicant must submit to the track manager a certified birth certificate and notarized minor waiver.

Required Licensing Passes; Six (6) approved passes are required by the participant: a minimum of five (5) with a licensed supervising adult and one (1) with an NHRA track official, who will determine the safety and eligibility of the vehicle per elapsed time limits. After six (6) successful runs by the participant, the official and licensed supervising adult will sign the license application. An NHRA track official may deny a license to anyone he or she believes cannot handle the vehicle. If an NHRA track official denies an applicant, he or she must repeat the entire licensing procedure.

As part of the licensing process, an NHRA track official also will conduct a vehicle orientation test (to demonstrate mastery of vehicle's controls), a basic driving test (to demonstrate mastery of vehicle operation), and track orientation (to identify track fixtures, starting line, timing system, return road, time-slip booth, etc.). A vehicle orientation test is required for each vehicle entered in competition. An NHRA track official or licensed supervising adult must be in the vehicle at all times during the licensing procedure.

~~To add a vehicle, the participant must complete a vehicle orientation test, basic driving test, and safety and eligibility vehicle test and make two (2) approved runs with a licensed supervising adult and one (1) approved run with an NHRA track official. Participant must hold an active membership in the NHRA Jr. Street program.~~

SECTION 1: ADMINISTRATIVE PROCEDURES & APPEALS, DEFINITIONS:

1.1 (Page 1) (11/29/2023)

Certain terms used in this Rulebook are defined terms which, when used herein, have the meaning set forth below:

Participant: The term "participant" shall include officials, any person or entity possessing or who has been issued a credential, and any person or entity directly or indirectly associated with any vehicle that has been permitted to enter an event site for the purpose of participation in an event, including, but not limited to, owners, drivers, and crewpersons. The term "participant" shall include any person or entity that has any ownership interest in a race team, vehicle, or otherwise. As to any entity, the term "participant" shall include each of the entity's owners, principals, agents, parents, subsidiaries, divisions, partners, affiliates and other related persons or entities. NHRA may require at any time and from time to time that verified information regarding team and/or vehicle ownership, crew members and other information be supplied.

For any racer under the age of 18, both the racer and his or her parent or guardian are a "participant" and are bound by all provisions of this Rulebook, and in any administrative or disciplinary process, the parent and/or legal guardian shall participate in administrative or disciplinary process and be responsible for any penalty, fine or other matter in connection therewith.

Event: Throughout this Rulebook, there is reference to "event" or "events." Wherever this term is used, it is intended to refer to two types of drag racing activities: (1) NHRA events, which are those events that NHRA conducts. These include but are not limited to events such as NHRA Mission Foods Drag Racing Series events, NHRA Lucas Oil Drag Racing Series events, National Opens, NHRA Summit Racing Jr. Drag Racing League, and the like; and (2) drag racing

events conducted at NHRA member tracks which NHRA does not conduct but that are conducted in accordance with NHRA Rules.

SECTION 1: ADMINISTRATIVE PROCEDURES & APPEALS, 1.6.1 NHRA LICENSE AND MEMBERSHIP (Page 8) (11/29/2023)

A license issued by NHRA is to be used only by the driver to whom it is assigned and it is restricted to the categories listed on the license. The license is valid until its expiration date or until revoked by NHRA. The license is intended only to signify that the driver has demonstrated basic qualifications for drag racing classes up to and including the one in which the driver has qualified. The license does not convey a right but rather conveys a revocable privilege to participate in events. See General Regulations 10:4 for when NHRA membership is required. A license will not be granted if the driver does not meet the then-current medical criteria set by NHRA's medical professionals. Any driver or parent who falsifies, omits, or causes to be falsified or omitted pertinent information on his or her medical application shall be subject to denial of such application and further disciplinary action including without limitation preclusion from participation in NHRA events. Regardless of whether an item is a Prohibited Substance under the Substance Abuse Policy (Section 1.7), all prescription medications are to be disclosed on a driver's medical application (see line 34) or if subsequently prescribed after prior application approval, the participant must immediately inform the NHRA National Field Office and request approval. Certain medications preclude licensure. Specific medical clearance by NHRA's medical professionals may be granted for selected medications and requests for clearance require the applicant's cooperation in providing requested medical records and history. Application for a competition number after licensure has been declined on medical grounds may similarly be denied.

NHRA Summit Racing Jr. Drag Racing League membership is Required to participate in the NHRA Summit Racing Jr. Drag Racing League.

SECTION 1: ADMINISTRATIVE PROCEDURES & APPEALS, CONTINGENCY AWARDS: 1.11 (Page 37) (11/27/2023)

All competitors have the opportunity to participate in NHRA's contingency programs. Programs administered from NHRA headquarters are advertised in NHRA National Dragster for all national, divisional, and E.T. championship events.

To become eligible for sponsor awards, competitors must have purchased and be prepared to show proof of the product claimed. Competitors must adhere to the specific decal-display requirements as follows:

1. Decal must be exact size and design of company's contingency decal (36-square-inch maximum).

2. One decal required for each product posting if applicable, prominently positioned on outer surfaces, clearly visible on both sides of vehicle beginning with the first round of eliminations.
3. Decals placed on vehicles once eliminations have begun will not be granted verification.
- ~~4. Decal stacking requires sponsor's permission to ensure eligibility for advertised awards (contact sponsor).~~
4. Decals that are stacked or overlapping are not eligible for contingency verification.
5. Decals placed on the inside of spoiler/wing spill plates are not eligible for contingency verification.
6. Decals placed on front or rear bumpers are not eligible for contingency verification.
7. Exact facsimile of sponsor's contingency decal (size, color, design) required if painted-on version is used (contact sponsor).
8. For each category posting, only one decal is permitted. Decals from competing companies for the same product will void all claims for the product category.
9. Knowingly claiming a product(s) not in use or functioning in the intended manner on the vehicle for which the claim was made is a fraudulent claim and will be denied.

Claims that do not comply with all contingency program requirements will subject the participant to disciplinary action in the sole and absolute discretion of NHRA.

Decals are available from the product manufacturer or the Tech/ Registration Trailer at divisional events. Eliminator winners, runners-up, and class winners must submit to a product and decal verification in the manner required by NHRA's Technical staff in its sole and absolute discretion.

SECTION 2: RACE PROCEDURES, PROPER USE OF SAFETY EQUIPMENT (Page 1) (11/29/2023)

Seat belts must be worn and adjusted in such a manner that the driver's torso and head cannot extend outside the parameters of the roll cage.

The loosening and removal of seat belts, helmets, gloves, window nets, lifting of helmet shield, and removal of all other safety equipment is prohibited from the time the vehicle leaves the ready line until the vehicle is on the return road. Fire bottle safety pins/clips must be removed from fire bottle controls from the time the vehicle leaves the ready line until the vehicle is on the return road. Fresh air systems must be on and providing airflow to the driver's helmet from the time the vehicle leaves the ready line until the vehicle is on the return road. All safety equipment must be operational if installed regardless of if the equipment is part of or in addition to the minimum required safety equipment per category.

For JDRL, drivers are also required to properly use safety equipment until the vehicle exits the racing surface and the vehicle is no longer moving. Seat belts, arm restraints, helmets, gloves, neck collars, and face shields must be worn until the vehicle has been shut off.

Violators will be subject to disciplinary action in the sole and absolute discretion of NHRA.

SECTION 2: RACE PROCEDURES, STAGING (Page 2) (11/29/2023)

Once a vehicle reaches the front of the staging lanes for a run, it must be prepared to fire and race. Vehicles in Top Fuel, Funny Car, Top Alcohol Dragster, and Top Alcohol Funny Car classes, once started and having moved into the burnout area, may not restart engines.

To be a legitimate race winner, a contestant's vehicle must self-start and self-stage. This rule also applies to single runs. Push-starting or push-staging any vehicle is prohibited. Staging must be done under the vehicle's own engine power. Pro Stock Motorcycles and JDRL are allowed to restart as necessary; however, this must be done in a time frame that permits the contestant to complete the run with the designated opponent. If the opponent has been sent on a single run, the bike losing fire may not restart and the run is forfeited.

In any category where dial-ins are displayed on a scoreboard or dial-in board, during eliminations, the racer accepts the dial-in displayed once he/she has pre-staged; no reruns will be granted due to incorrect dial-ins after pre-staging.

The application or use of any device, mechanical or electronic, that permits the driver to ascertain the position of his or her vehicle in relation to the starting line is prohibited. Only visual observation of track equipment may be used to ascertain the vehicle's position.

The practice referred to as "deep staging" is prohibited in the Super Stock, Stock, Super Comp, Super Gas, and Super Street categories (permitted in all other categories). Both pre-stage and stage lights must be activated to constitute a legal start in those categories. In a dual deep-stage situation, both competitors will be disqualified, except in the final round of competition, in which case the two finalists will be rerun. When staging in Super Stock, Stock, Top Dragster, Top Sportsman, Super Comp, Super Gas, Super Street, or Competition eliminator categories, both contestants must activate their pre-stage lights before either may advance into the stage beams. In the heads-up categories (TF, FC, PS, PSM, PM, TAD, TAFC, FSS, SC, SG, SST), if both drivers of a race leave the line before the start system is activated, the driver leaving first is disqualified — if unable to determine who left first, both drivers are disqualified. Any e.t.s posted would be void for lane choice or other considerations. A driver on a single run would advance. THE FINAL STAGING MOTION, USING APPLIED POWER,

MUST BE IN A FORWARD MOTION, GOING FROM PRESTAGE TO STAGE POSITION (this procedure does not apply to motorcycles).

A reasonable amount of time will be permitted for drivers to stage. The time limit will be determined at the sole and absolute discretion of the official starter. Failure to stage upon the starter's instructions is possible grounds for disqualification. After proper staging and receiving the starter's signal to go, restaging for a second time is prohibited. Any driver leaving the starting line before the start system is activated, including a driver on a single run, will have his or her time disqualified for the run.

SECTION 2: RACE PROCEDURES, REPLACEMENT VEHICLES (Page 4) **(3/06/2023)(11/09/2023)(11/29/2023)**

1. The original vehicle is withdrawn from competition and cannot be reinstated.
2. Replacement vehicle cannot have been utilized by any other contestant at the same event.

~~3. NHRA Technical Officials must be notified of any vehicle, body or chassis change and it must be fully certified by NHRA before it can be utilized during an event.~~

~~a. TF, FC, PS, PSM, and PM: Online tech card will need to be updated.~~

~~b. All remaining categories: A new tech card will be required.~~

3. NHRA Technical Officials must be notified of any vehicle, body, or chassis change.

a. TF, FC, PS, PSM, and PM: Online tech card will need to be updated.

b. All remaining categories: A new tech card will be required.

4. Driver must stay within original eliminator category and class entered (i.e., A/ED driver must remain in A/ED, G/SA to G/SA, etc.).
5. Checkout runs for replacement vehicles are not available.

TF, FC, PS, TFH, and MMPS categories: Driver retains qualifying times and standings as posted while driving the original entered vehicle. Any number of replacement funny car bodies may be utilized at any time during an event (including eliminations). Only one replacement chassis or vehicle may be utilized at any time during an event (including eliminations).

PSM, ~~FSS~~, and ~~FX~~ categories: Driver retains qualifying times and standings as posted while driving the original entered vehicle. Only one replacement chassis or vehicle may be utilized at any time during an event (including eliminations). If an engine platform/combination change is made the following policy will be in place: Engine platforms/combination changes will be determined by Make/Model: One engine platform/combination change will be allowed during the season without penalty. Engine platform/ combination changes will not be allowed during an event once qualifying has started for the respective category. Additional engine platform/combination changes are allowed during the season. 20 points at

the time of the change will be deducted from the competitors total for each additional engine platform/combination change.

For PSM only, in the event of a rider changing teams, the point deduction would only apply if the new team changes engine platforms/combination after one change is made. Engine platform/combinations will be determined at NHRA's sole and absolute discretion.

PM: Driver retains qualifying times and standings as posted while driving the original entered vehicle. Only one replacement chassis or vehicle may be utilized at any time during an event (including eliminations). If an engine platform/combination change is made the following policy will be in place: Engine platforms/combination changes will be determined by Power Adder: One engine platform/combination change will be allowed during the season without penalty. In addition, a contestant in PM may return their original power adder at the next subsequent event the contestant attends, without penalty. Engine platform/combination changes will not be allowed during an event once qualifying has started for the respective category. Additional engine platform/combination changes are allowed during the season. 20 points at the time of the change will be deducted from the competitors total for each additional engine platform/combination change. In the event of a driver changing teams, the point deduction would only apply if the new team changes engine platforms/combination after one change is made. Engine platform/combinations will be determined at NHRA's sole and absolute discretion.

~~TAD and TAFC categories: All previous event times are voided for the vehicles and drivers involved. Changes must be made and driver must re-qualify during the normal schedule, as posted for the event. No changes are permitted after qualifying has been completed. Only one replacement chassis or vehicle may be utilized at any time during an event. If an engine platform/combination change is made the following policy will be in place:~~

~~Engine platforms/combination changes will be determined by Power Adder: One engine platform/combination change will be allowed during the season without penalty. Engine platform/combination changes will not be allowed during an event once qualifying has started for the respective category. Additional engine platform/combination changes are allowed during the season. 10 points at the time of the change will be deducted from the competitors total for each additional engine platform/combination change unless the driver changes teams. In the event a driver changes teams and the team changes engine platforms/combination but waives the event points, 10 points will not be deducted and the change in engine platforms/combination will not count. Engine platform/combinations will be determined at NHRA's sole and absolute discretion.~~

TAD and TAFC categories: All previous event times are voided for the vehicles and drivers involved. Changes must be made, and driver must re-qualify during the normal schedule, as posted for the event. No changes are permitted after qualifying has been completed. Only one replacement chassis or vehicle may be utilized at any time during an event. If an engine platform/combination change is made the following policy will be in place:

Engine platforms/combination changes will be determined by Power Adder: One engine platform/combination change will be allowed during the season without penalty. In addition, a contestant in TAD and TAFC may return to their original power adder at a subsequent event the contestant attends, without penalty. Engine platform/combination changes will not be allowed during an event once qualifying has started for the respective category. Additional engine platform/combination changes are allowed during the season. 20 points at the time of the change will be deducted from the competitors total for each additional engine platform/combination change unless the driver changes teams. In the event a driver changes teams and the team changes engine platforms/combination but waives the event points, 20 points will not be deducted and the change in engine platforms/combination will not count. Engine platform/combinations will be determined at NHRA's sole and absolute discretion.

FSS, and FX categories: Driver retains qualifying times and standings as posted while driving the original entered vehicle. Only one replacement chassis or vehicle may be utilized at any time during an event (including eliminations). If an engine platform/combination change is made the following policy will be in place:

Engine platforms/combination changes will be determined by Make/Model: One engine platform/combination change will be allowed during the season without penalty. In addition, a contestant in FSS and FX may return to their original engine platform at a subsequent event the contestant attends, without penalty. Engine platform/combination changes will not be allowed during an event. Additional engine platform/combination changes are allowed during the season. 40 points at the time of the change will be deducted from the competitors total for each additional engine platform/combination change. Engine platform/combinations will be determined at NHRA's sole and absolute discretion.

Comp, SS, Stock, TD, and TS categories: All previous event times are voided for the vehicles and drivers involved. Changes must be made, and driver must re-qualify during the normal schedule, as posted for the event. No changes are permitted after qualifying has been completed. Teams are limited to one replacement vehicle action per event.

SC, SG, and SST categories: All previous event times are voided for the vehicles and drivers involved. Changes must be made prior to first round of eliminations. No changes are permitted after first round of eliminations has been completed. Teams are limited to one replacement vehicle action per event.

JDRL: In the NHRA Summit Racing Jr. Drag Racing League, one car may be shared by more than one driver. In such cases, it is the total responsibility of the participant to appear for races in a timely manner when called by race officials. A contestant cannot drive more than one Jr. Dragster in the same category at the same event. Each driver/car combination is considered a separate entry and any applicable fees must be paid for each entry.

The event director has the option of permitting driver or vehicle changes. Such changes must be made prior to eliminations.

1. All previous event times are void for vehicles and drivers involved.
2. Vehicle must pass a technical and safety inspection.
3. Changes must be made and driver take time trials during the normal schedule, as posted, for the event. No changes are permitted once pre-event time trial or qualifying is completed.
4. Driver must stay within original category entered and have the proper credentials to drive the replacement vehicle.
5. Only one change permitted during the course of an event.
6. Vehicle changes for a postponed event are permitted with advance notification and approval of the event director. No such changes are allowed for races halted in progress and then completed on a subsequent date.

SECTION 2: RACE PROCEDURES, DIAL-IN (Before Handicapping) (Page 6) (11/29/2023)

DIAL-IN

During Summit Racing E.T. Handicap and JDRL bracket-style racing, each competitor must post his or her desired dial-in on his or her car in a manner clearly visible to the tower and available to his or her opponent. Reader boards must be attached to the car. Dial-in cannot be changed after the track-designated "ready line."

SECTION 2: RACE PROCEDURES, HANDICAPPING (Page 6) (11/29/2023)

Comp, Super Stock, **and** Stock, **and** JDRL handicapping is based upon the NHRA index system **and/or dial-in**. Handicap margins can be determined simply by comparing individual class index **or dial-ins** elapsed-time factors (as listed on NHRARacer.com).

SECTION 2: RACE PROCEDURES, BREAKOUT RULES (Page 8) **(11/29/2023)**

In Super Stock, Stock, Super Comp, Super Gas, Super Street, Top Dragster, ~~and~~ Top Sportsman categories, ~~and JDRL~~, the breakout rules are enforced at national, divisional, and National Open events as follows: Contestants who race below their dial-in, or posted index, or category standard (subject to performance barrier rules listed under Class Designations) during eliminations are disqualified, with the following exceptions:

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

See individual categories/classes for breakout limits

SECTION 2: RACE PROCEDURES, SINGLE RUNS (Page 8) (11/29/2023)

In situations where a driver is making a single run, he or she is considered the winner once he or she stages and receives the start signal or is declared the winner by the official starter. If a competitor crosses the boundary line on a single run, the elapsed time is voided for lane-choice determination. Drivers who run under elapsed time barriers outlined in their category are disqualified even if on a single run.

SECTION 2: RACE PROCEDURES, DISQUALIFICATIONS (Page 10) **(11/29/2023)**

Discovery of any device, action, or operation not included in this Rulebook or in conflict with rules contained within this Rulebook is grounds for immediate disqualification.

Notwithstanding any other provision of this Rulebook, participation in any program conducted by or in conjunction with NHRA is conditioned upon being in good standing with NHRA, as determined in NHRA's sole and absolute discretion. Any person found guilty of drug-related offenses or other serious offenses is subject to such disciplinary action as NHRA shall determine appropriate in its sole and absolute discretion, including, but not limited to, immediate expulsion from NHRA and a termination of good standing. Such person may be immediately excluded from all NHRA programs and may not be eligible for titles, prize money, or other awards that have not already been bestowed, as shall be determined by NHRA. Further, any annual awards that might be granted may be made contingent upon maintaining good standing with NHRA through the year following the annual award, if so determined by NHRA.

Further still, any person who shall be facing prosecution for a drug-related offense or other serious offense may be granted such awards on a contingent basis and may not be eligible for annual awards of prize money unless and until he or she shall have been found not guilty of such offenses during the year following the award of such prizes if so determined by NHRA.

One of the rarities at an NHRA event is the situation in which two cars are disqualified during the same elimination race. In most cases, both offending contestants are disqualified. Those situations include both drivers crossing the boundary lines, both drivers deep staging (Super Stock, Stock, Super Comp, Super Gas, Super Street), or both drivers leaving the line before the start system is activated (handicap categories only). The object of the final round is to determine a winner and a runner-up, with the Event Director having full responsibility in cases involving dual disqualifications. As an example, in the final round, the contestant crossing the boundary line first will be disqualified.

Should a driver receive a red-light foul start and the opposing driver cross the lane boundary line, the latter infraction would prevail and the driver committing the foul start would be reinstated. In determining lane-boundary-crossing violations, it is considered a disqualification when any portion of a tire completely crosses the painted-line surface. In cases where both opponents cross the centerline or outside line, both drivers will be disqualified. In situations where multiple boundary lines are utilized, the line directly adjacent to the competitor's racing lane will be used for reference. Anytime it has been judged that excessive braking has resulted in loss of control that results in contact with the guardwall and/or light fixtures or crossing the center boundary lines, **INCLUDING PAST THE FINISH LINE**, the contestant will be disqualified. Contact with guardwall, barriers, or any other track fixture (rubber cones, when used, are considered visual aids, not fixtures) is grounds for disqualification and/or other actions. Intentional crossing of boundary lines to leave track or avoid depositing debris on track is not grounds for disqualification.

Any driver and/or pit crewmember found to be under the influence of alcoholic beverages or drugs, regardless of amount, will be ejected from the event. Such a condition is cause for suspension, fine, and/or revocation of competition privileges.

SECTION 2: RACE PROCEDURES, WEIGHING OF VEHICLE/FUEL CHECK (Page 12) (11/29/2023)

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 its 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, Factory Stock

Showdown, Super Stock, ~~or~~ Stock, or JDRL and fails to report to post-run inspection (scales or fuel check) will be disqualified from the event and will be subject to additional disciplinary action in the sole and absolute discretion of NHRA. The event will be charged against the competitor's points events with a zero (0) point counting toward the driver's claimed races. Any object that is not found on the vehicle during the run is required to be removed from the vehicle before scaling.

SECTION 3: LOGO PLACEMENT, (first paragraph) (Page 1) (11/29/2023)

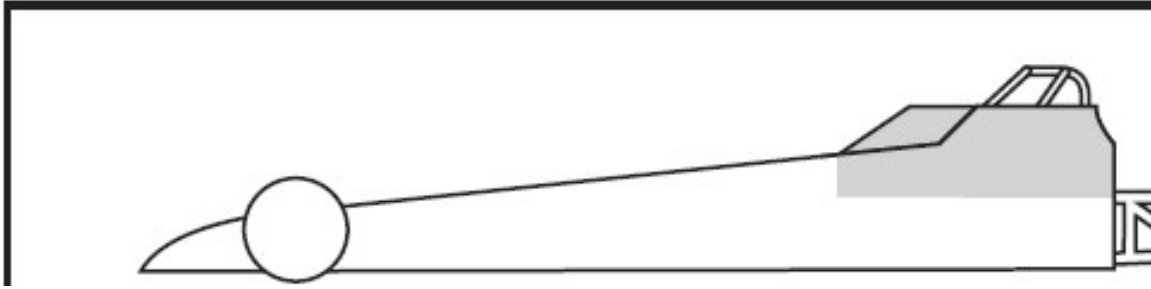
All vehicles participating in Camping World Drag Racing Series events and other events conducted by NHRA must prominently display an NHRA Championship Drag Racing logo and all other applicable logos as shown in this section to be eligible for competition. Logos must be properly displayed to enter an NHRA event, to pass technical inspection, and to make any runs. Logos must continue to be properly displayed at all times during the ~~conduct~~ duration of any event. If a run is inadvertently allowed without proper logo usage, points shall be withheld from any contestant who fails to display the logos as required and all other penalties for rule violations shall also apply, including disqualification of any run, during qualifying or eliminations, made without displaying the logos as required.

SECTION 3: LOGO PLACEMENT, MISSION FOODS CATEGORIES – DRIVER/RIDER UNIFORM (Page 1) (11/17/2023)

Mission Foods Categories – Driver/Rider Uniform. NHRA Mission Foods Drag Racing Series patch must be worn on each Mission Foods category driver/rider uniform. Patch must be 4.254.49 inches wide by 2.903.00 inches tall. NHRA also authorizes and encourages the Series patch to be featured on crewmember uniforms. Required location for the NHRA Mission Foods Drag Racing Series patches as shown in diagram.

SECTION 3: LOGO PLACEMENT, SUMMIT RACING Jr. DRAG RACING LEAGUE - VEHICLE (add after Sportsman Categories (Page 1) (11/29/2023)

All vehicles participating in an NHRA Summit Racing Jr. Drag Racing League event conducted by NHRA or at NHRA member tracks must prominently display the applicable logo as required (see illustration) to be eligible for competition. Vehicle must display the NHRA Summit Racing Jr. Drag Racing League logo on both sides of the race vehicle at all times during any event. Required logo placement is acceptable in the highlighted area.



SECTION 4A: SUPER PRO, PRO, SPORTSMAN, BODY: 7, BODY (Page 6) **(10/06/2023)**

Altered-body vehicles: May be chopped, channeled, sectioned, streamlined, etc. Sedan delivery, pickup trucks (maximum, one ton), or sedan pickups (Ranchero, El Camino) permitted. Fiberglass bodies permitted. Door hinges on any liftoff door must have safety pins or locks.

Convertibles: When a removeable hard top is used in lieu of a soft top, the vehicle still needs to meet requirements for convertibles (roll bar, roll cage, driver restraints, etc.).

Dragsters: Body and cowl must be constructed of metal, fiberglass, or carbon fiber and extend forward to firewall. Driver compartment must be designed to prevent driver's body or limbs from making contact with wheels, tires, exhaust system, or track surface should an incident occur. Subflooring independent of car body is mandatory in dragster that allows driver's legs to rest on belly pan or chassis. On front-engine cars, intake scoop may not extend more than 11 inches above height of carburetor top. Front wheel fairings prohibited.

Full-bodied vehicles: Must have full top and windshield. All full-bodied cars must have two driver exits. Four stock production fenders mandatory, fiberglass duplicates permitted. Fenders may be trimmed for tire clearance; altered fenders must have edges re-rolled or beaded.

SECTION 4B: ADVANCED ET, ENGINE: 1, VENT TUBES, BREATHERS **(Page 10) (10/06/2023)**

VENT TUBES, BREATHERS
Permitted. See General Regulations 1:13.

SECTION 6: NHRA PRO MOD DRAG RACING SERIES, DESIGNATION **(Page 1) (12/12/2023)**

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

Minimum weight at the conclusion of run, including driver:

Nitrous-assisted entries (910 cid) - 2,515 pounds

Nitrous-assisted entries (960 cid) - 2,565 pounds

Roots supercharged entries (526 cid) – ~~2,620 pounds~~ 2635 pounds

Centrifugal supercharged entries (526 cid) - ~~2,775 pounds~~ 2740 pounds

Screw Supercharged entries (526 cid) – 2640 pounds

Turbocharged entries (526 cid) - 2,590 pounds

Nostalgia body styles (1937-1938 Chevy, 1941 Willys, 1949-50 Mercury, 1953 Studebaker, 1953-1962 Corvette, 1955-1957 Chevy and Buick and 1968-1972 Chevelle) may deduct 50 pounds from minimum weight.

NHRA reserves the right to amend rules as performance dictates. 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 6: NHRA PRO MOD DRAG RACING SERIES, ENGINE: 1, CYLINDER HEADS (Page 2) (12/12/2023)

Hemi, canted-valve, or wedge heads permitted. Billet heads permitted. Maximum one spark plug per cylinder. Maximum two valves per cylinder. **Maximum** Supercharged valve sizes greater than: intake 2.400 inches; exhaust 1.900 inches, add 25 pounds. **Maximum** turbocharged valve sizes greater than: intake 2.450 inches; exhaust 1.900 inches, add 25 pounds.

SECTION 6: NHRA PRO MOD DRAG RACING SERIES, ENGINE: 1, SUPERCHARGER (Page 3) (12/12/2023)

Screw-type, Centrifugal hi-helix or standard helix Roots-type superchargers only. ~~Add 20 lbs for any 4.9 bore space supercharged combination.~~

For Screw-type supercharger: PSI 210-C part number 210A009-1

NHRA accepted, Screw-type, C rotor, supercharger permitted and must meet SFI Spec 34.1 and be reinspected by the manufacturer every three years. Manifold burst panel meeting SFI Spec 23.1 (in addition to panel in supercharger) plus restraint system meeting SFI Spec 14.21 mandatory. Supercharger restraint straps must be covered with a fire-resistant material. The blower restraint straps and fuel lines must be installed such that when the restraint straps are fully extended no load is placed on any of the fuel lines. Maximum overdrive limit for screw supercharger is 60%. Variable multi-speed supercharger devices prohibited. Placement of any object/device below the upper mating surface of the screw-type supercharger intended to alter air flow characteristics is prohibited (e.g. inserts/ shoes, dividers, etc.).

For Centrifugal Supercharger: Procharger F4X-140 head unit (PC318A-140) paired with 4CD-BAE-3-1.35, 4CD-TFX-3-1.35, 4CDNON-3-1.35, 4CD-BBC-3-1.35 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. Restraint system meeting SFI Spec 4.1 mandatory

For roots supercharger restraint system meeting SFI Spec 14.2, including injector restraint straps mandatory. Cast or billet cases permitted. Maximum supercharger overdrive limit is 18.6 percent on all roots combinations. Intercoolers, variable multispeed supercharger devices prohibited. The top opening of the supercharger may not exceed 12 inches in length or 5 inches in width. The entire inlet opening must be on/in the upper surface only. The maximum length from the front of the supercharger drive pulley to the leading edge of the rotor is 15 inches. Offset drive pulleys, spacers, modified cases, or attaching methods may not be used to add to the 15-inch maximum. All manifold configurations, supercharger modifications and locations must be accepted prior to competition. The rotors must be driven from the front (both the external drive and the internal gearing. Any inlet/outlet cavity in front of the rotors is restricted to a maximum of 3.000 inches measuring from the face of the bearing plate to the front of the cavity. Supercharger openings must be fixed from the water box until the conclusion of the run. See General Regulations 1:10, 1:11.

SECTION 6: NHRA PRO MOD DRAG RACING SERIES, ELECTRICAL: 8, POWER DISTRIBUTION MODULES (add after MASTER CUTOFF SWITCH (Page 11) (12/18/2023)

POWER DISTRIBUTION

All programmable power distribution modules are prohibited.

SECTION 7A: TOP SPORTSMAN, ENGINE: 1, NITROUS OXIDE (Page 2) (12/12/2023)

NITROUS OXIDE

Commercially available nitrous oxide permitted. Nitrous bottle(s) in driver compartment must be equipped with a relief valve and vented outside of driver's compartment. Bottle(s) must be stamped with a DOT-1800-pound rating and permanently mounted (no hose clamps or tie wraps). Hoses from bottle(s) to solenoid must be high-pressure steel-braided or NHRA-accepted hoses. Commercially available, thermostatically controlled, blanket type warmer accepted. The use of a torch or any other external heating of bottle is prohibited and will result in disqualification from the event. Any subsequent violations of this rule will result in additional penalties in NHRA's sole and absolute discretion. Nitrous oxide prohibited on supercharged or turbocharged engines, except when diesel fuel used.

SECTION 7A: TOP SPORTSMAN, ENGINE: 1, VENT TUBE/BREATHERS (Page 3) (10/06/2023)

Mandatory for all supercharged engines. Two 1-inch-diameter connections. All breathers must be positive locking. [See General Regulations 1:13.](#)

SECTION 11A: STOCK CARS, DESIGNATIONS and CLASS WEIGHT BREAKS (Page 1) (12/12/2023)

DESIGNATIONS

[FS/AAA](#), FS/AA, FS/A, FS/B, FS/C, FS/D, FS/E, FS/F, FS/G, FS/H, FS/I, FS/J, FS/K, FS/L, [AAA/S](#), AA/S, A/S, B/S, C/S, D/S, E/S, F/S, G/S, H/S, I/S, J/S, K/S, L/S, M/S, N/S, O/S, P/S, Q/S, R/S, T/S, U/S, V/S, and W/S (manual transmission), preceded by car number. [AAA/SA](#), AA/SA, A/SA, B/SA, C/SA, D/SA, E/SA, F/SA, G/SA, H/SA, I/SA, J/SA, K/SA, L/SA, M/SA, N/SA, O/SA, P/SA, Q/SA, R/SA, T/SA, U/SA, V/SA, and W/SA (automatic transmission), preceded by car number. AAF/S, AF/S, BF/S, CF/S, DF/S, and EF/S (front-wheel drive), preceded by car number.

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

OEM may apply for inclusion of any special production runs into the Official NHRA Stock Car Classification Guide. Special run must include a minimum of 50 units of an already accepted body style, need not be showroom available. Applications evaluated on an individual basis. Acceptance will not imply precedent.

CLASS WEIGHT BREAKS

(based on pounds per NHRA-factored horsepower)

FS/AAA: 5.00 to 5.49	AA: 7.50 to 7.99	O: 15.00 to 15.99
FS/AA: 5.50 to 5.99	A: 8.00 to 8.49	P: 16.00 to 16.99
FS/A: 6.00 to 6.49	B: 8.50 to 8.99	Q: 17.00 to 17.99
FS/B: 6.50 to 6.99	C: 9.00 to 9.49	R: 18.00 to 18.99
FS/C: 7.00 to 7.49	D: 9.50 to 9.99	T: 19.00 to 19.99
FS/D: 7.50 to 7.99	E: 10.00 to 10.49	U: 20.00 or more
FS/E: 8.00 to 8.49	F: 10.50 to 10.99	V: 22.00 or more
FS/F: 8.50 to 8.99	G: 11.00 to 11.49	W: 24.00 or more
FS/G: 9.00 to 9.49	H: 11.50 to 11.99	AAF: 11.00 to 12.99
FS/H: 9.50 to 9.99	I: 12.00 to 12.49	AF: 13.00 to 15.99
FS/I: 10.00 to 10.49	J: 12.50 to 12.99	BF: 16.00 to 18.99
FS/J: 10.50 to 10.99	K: 13.00 to 13.49	CF: 19.00 to 21.99

FS/K: 11.00 to 11.49 L: 13.50 to 13.99 DF: 22.00 to 24.99
 FS/L: 11.50 or more M: 14.00 to 14.49 EF: 25.00 or more
AAA: 7.00 to 7.49 N: 14.50 to 14.99

Class V restricted to 4- or 6-cylinder cars only. Class W restricted to 4-cylinder cars only. Front-wheel-drive vehicles restricted to 4-, 6-, or 8-cylinder; 1978 or newer cars only. Front-wheel-drive standard-transmission vehicles must add 100 pounds to class minimum. The power-to-weight factor (as found in the Official NHRA Stock Car Classification Guide) determines the natural class for all cars. The power-to-weight factor is the shipping weight as accepted by NHRA of the vehicle divided by the advertised, or when applicable, the factored horsepower for the OEM-assembly-line cylinder heads (not aftermarket cylinder heads). NHRA-accepted aftermarket cylinder heads carry a horsepower penalty that is calculated to the weight of the vehicle and does not change the class of the vehicle.

2008 and newer Chevrolet COPO, Dodge Drag Pak, and Ford Cobra Jet (automatic and manual) restricted to FS/AAA through FS/L.

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

SECTION 11A: STOCK CARS, BRAKES & SUSPENSION: 3, SHOCKS (Page 8) (11/09/2023)

No pneumatic or electric shocks permitted unless such items were OEM equipment. No additional reservoirs allowed. Vehicles OEM equipped with coil over shocks may utilize manually adjustable coil-over spring.

SECTION 11B: FACTORY STOCK SHOWDOWN, DESIGNATION (Page 13) (3/03/23)(5/05/2023)(7/19/2023)(10/06/2023)(12/19/2023)

Requirements and specifications for **Constant Aviation Flexjet** NHRA Factory Stock Showdown are the same as those for Stock – Section 11A with the following exceptions:

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 Constant Aviation NHRA 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 and 2022 Chevrolet COPO,~~ 2021 Drag Pak ~~and 2019 Ford Cobra Jet~~ combinations ~~3,575~~ 3525 pounds.

Minimum weight for ~~all~~ 2019, 2020, 2022, and 20223 Chevrolet COPO ~~and 2019 Ford Cobra Jet~~ combinations ~~3,525~~ 3550 pounds.

Minimum weight for the 2019 Ford Cobra Jet combinations 3525 pounds.

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 ~~Constant Aviation~~ Flexjet NHRA 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: ~~(3.125)~~ ~~(3.250)~~ (3.375) 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: ~~(3.125)~~ ~~(3.250)~~ (3.375) inches
- Supercharger rear jack shaft cog pulley 32 teeth
- Supercharger rear cog pulley 34 teeth

2022-2023 Camaro COPO 350

- 630 HP Supercharged 2.65L Magnuson
- Upper supercharger pulley size: ~~(3.125)~~ ~~(3.250)~~ (3.375) 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: (~~3.375~~) ~~(3.500)~~ (3.750) inches
- Lower engine pulley (8.000) 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~~) 3.500 inches
- Upper supercharger pulley size with iron block: (3.750) inches
- Lower engine pulley 6.938 inches

2019 Mustang Cobra Jet 351

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

SECTION 11B: FACTORY STOCK SHOWDOWN, DRIVETRAIN: 2,

DRIVELINE (Page 15) (10/06/2023)

DRIVELINE

Beginning January 1st, 2024, driveline meeting SFI Spec 43.1 mandatory, any material permitted. Driveline loop mandatory. See General Regulations 2:4.

SECTION 12A: SUPER STOCK, BRAKES & SUSPENSION: 3, SHOCKS

(Page 6) (11/09/2023)

No pneumatic or electric shocks permitted unless such items were OEM equipment. Reservoirs permitted. Vehicles OEM equipped with coil over shocks may utilize manually adjustable coil-over spring.

SECTION 12B: SUPER STOCK/GT, FRAME: 4, ROLL BAR (Page 14)

(11/09/2023)

Mandatory in GT/~~H~~ L through GT/M, GT/~~H~~ LA through GT/MA, and in any vehicle running 11.49 or quicker, permitted in slower vehicles. Roll cage mandatory in any car running 9.99 or quicker, permitted in slower vehicles. See General Regulations 4:10.

SECTION 12B: SUPER STOCK/GT, BODY:7, HOOD (Page 14) (11/08/2023)

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. For FGT/AA, FGT/BB, fiberglass permitted. Supercharger & pulleys must be completely covered by hood. If hood used has opening it must be cowl induction only and be a permanent part of hood. Hood latches, hinges, springs, and brackets may be removed. Maximum of 2-inch clearance between supercharger and pulleys to hood with one opening permitted. See General Regulations 7:6.

SECTION 12D: SUPER STOCK/MODIFIED STOCK, CLASSES (Page 17) **(11/09/2023)**

AS - 8.50 to 9.49 **or more** pounds per cubic inch. Wedge, canted-valve or Hemi engines; 3,350-pound minimum.

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

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

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

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

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

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

SECTION 12D: SUPER STOCK/MODIFIED STOCK, ENGINE: 1, ENGINE **(Page 18) (11/09/2023)**

OEM aftermarket small-block Chevrolet (SBC) engines with bore centers greater than 4.420 inches are not permitted. Engine must be same corporate make as body, naturally aspirated. Displacement unlimited in AS, limited to 366-cid original production in BS and CS. Engine setback or raising engine prohibited. Motor plates and mid-mounts permitted. Timing-belt covers optional. Harmonic balancer meeting SFI Spec 18.1 mandatory. In Section **129A**, Connecting Rods, Gaskets, Intake Manifold, Oil Pan, Pistons, Superseded/Replacement Parts do not apply in Section **129D**. See General Regulations 1:2.

SECTION 12E: SUPER STOCK/MODIFIED TRUCK, CLASSES (Page 22)
(11/09/2023)

TA - 8.50 to 9.49 ~~or more~~ pounds per cubic inch. Wedge, canted-valve or Hemi engines; 3,350-pound minimum.

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

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

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

SECTION 12E: SUPER STOCK/MODIFIED TRUCK, ENGINE: 1, ENGINE (Page 23) (11/09/2023)

OEM aftermarket small-block Chevrolet (SBC) engines with bore centers greater than 4.420 inches are not permitted. Displacement unlimited in TA, limited to 366-cid original production in TB and TC. Engine setback or raising engine prohibited. Motor plates and mid-mounts permitted. Timingbelt covers optional. Harmonic balancer meeting SFI Spec 18.1 mandatory. In Section ~~10A12A~~, Connecting Rods, Gaskets, Intake Manifold, Oil Pan, Pistons, Superseded/Replacement Parts do not apply in Section ~~10E12E~~. See General Regulations 1:2.

SECTION 12F: SUPER STOCK/MODIFIED, ENGINE: 1, ENGINE (Page 25) (11/09/2023)

Must be standard, naturally aspirated, automobile production engine, same make as car; year and model optional. One engine only. Raising engine prohibited. OEM bore center spacing mandatory. OEM aftermarket small-block Chevrolet (SBC) engines with bore centers greater than 4.420 inches are not permitted. Rear-engine location prohibited unless originally produced as rear-engine car and original engine has been retained. Engine may be set back, provided all rules as outlined under FIREWALL are followed. Harmonic balancer meeting SFI Spec 18.1 mandatory. In Section ~~9A12A~~, Connecting Rods, Gaskets, Intake Manifold, Oil Pan, Pistons, Superseded/Replacement Parts do not apply in Section ~~9F12F~~. See General Regulations 1:2.

SECTION 13: COMP, ENGINE: 1, ENGINE (Page 2) (12/18/2023)

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

SECTION 13: COMP, DRIVER: 10, DRIVER RESTRAINT SYSTEM (Page 5) **(12/18/2023)**

Driver restraint system meeting SFI Spec 16.1 or 16.5 mandatory. Crotch strap mandatory. Restraint system must be updated at two-year intervals from date of manufacture. A minimum six-point driver restraint system installed according to the manufacturer's instructions is required for A/D, A/DA, B/D, B/DA, C/D, C/DA, D/D, H/D, I/D, A/ED, B/ED, C/ED, A/ND, B/ND, AA/AM, AA/AT, BB/A, CC/A, **CC/AM**, BB/AM, BB/AT, CC/AT, DD/AT, A/A, A/AA, A/AP, B/A, B/AA, B/AP, C/A, C/AA, PST, A/EA, A/PM, AA/PM. Fire-resistant covering on driver restraint system required on all front-engine open-bodied vehicles in AA/AM, AA/AT, BB/A, and BB/AM. See General Regulations 10:5.

SECTION 13A: COMP, GAS DRAGSTER, CLASSES (Page 6) (12/12/2023)

- A/D: 3.40 to 3.99 pounds per cubic inch; 1,350-pound minimum; V-8 only
- A/DA: 3.40 to 3.99 pounds per cubic inch; 1,350-pound minimum; V-8 only, automatic transmission with converter only
- B/D: 4.00 to 4.49 pounds per cubic inch; 1,350-pound minimum; V-8 only
- B/DA: 4.00 to 4.99 pounds per cubic inch; 1,350-pound minimum; V-8 only, automatic transmission with converter only
- C/D: 4.50 or more pounds per cubic inch, with true wedge cylinder heads (with inline and parallel valves) only; 1,350-pound minimum; V-8 only
- C/DA: 4.50 or more pounds per cubic inch, with true wedge cylinder heads (with inline and parallel valves) only; 1,350-pound minimum; V-8 only, automatic transmission with converter only
- D/D: 5.00 or more pounds per cubic inch; V-6, V-4 engines

- only; 1,000-pound minimum
- D/DA: 5.00 or more pounds per cubic inch; 1,000-pound minimum; V-6, V-4 engines only, automatic transmission with converter only
- E/D: 4.50 or more pounds per cubic inch; inline or opposed 5- or 6-cylinder engines 4.40 or more pounds per cubic inch; inline or opposed 5- or 6-cylinder engines with stock production heads
- E/DA: 4.50 or more pounds per cubic inch; inline or opposed 5- or 6-cylinder engines, automatic transmission with converter only 4.40 or more pounds per cubic inch; inline or opposed 5- or 6-cylinder engines with stock production heads, automatic transmission with converter only
- F/D: 7.00 or more pounds per cubic inch; inline 4-cylinder, 2-valve engines only
- ~~7.50 or more pounds per cubic inch; for inline 4-valve, 4 cylinder engines only~~; 850-pound minimum
- F/DA: 7.00 or more pounds per cubic inch; inline 4-cylinder, 2-valve engines only, automatic transmission with converter only
- ~~7.50 or more pounds per cubic inch; for inline 4-valve, 4-cylinder engines only, automatic transmission with converter only~~; 850-pound minimum
- G/D: 8.40 or more pounds per cubic inch; opposed 4-cylinder engines only, 155-cubic-inch maximum as produced; 850-pound minimum
- G/DA: 8.40 or more pounds per cubic inch; opposed 4-cylinder engines only, 155-cubic-inch maximum as produced; automatic transmission with converter only; 850-pound minimum
- H/D: 9.80 or more pounds per cubic inch; 1,800-pound minimum; turbocharged 6- or 8-cylinder, 2- and 4-valve engines only
- I/D: 11.50 or more pounds per cubic inch; 1,500-pound minimum; turbocharged, 4-cylinder, 2- and 4-valve engines only
- J/D: 5.50 or more pounds per cubic inch; inline or opposed 5- or 6- cylinder, 4-valve engines only
- J/DA: 5.50 or more pounds per cubic inch; inline or opposed 5- or 6-cylinder, 4-valve engines only; automatic transmission with converter only
- K/D: 4.50 or more pounds per cubic inch; inline or opposed 5- or 6-cylinder engines with with OEM generally available cylinder heads only 4.40 or more pounds per cubic inch; inline or opposed 5- or 6-cylinder engines with stock production heads

K/DA: 4.50 or more pounds per cubic inch; inline or opposed 5- or 6-cylinder engines, with OEM generally available cylinder heads only, automatic transmission with converter only
4.40 or more pounds per cubic inch; inline or opposed 5- or 6-cylinder engines with stock production heads, automatic transmission with converter only.

L/D: 7.00 or more pounds per cubic inch; inline 4-cylinder, 4-valve engines only; 850-pound minimum

L/DA: 7.00 or more pounds per cubic inch; inline 4-cylinder, 4-valve engines only, automatic transmission with converter only; 850-pound minimum

SECTION 13D: COMP, ALTERED & STREET ROADSTER, DESIGNATIONS (Page 17) (12/18/2023)

AA/AM, AA/AT, BB/A, CC/A, CC/AM, BB/AM, BB/AT, CC/AT, DD/AT, A/A, A/AP, B/A, B/AP, C/A, D/A, E/A, F/A, G/A, H/A, I/A, J/A, K/A, L/A, M/A, A/AA, B/AA, C/AA, D/AA, E/AA, F/AA, G/AA, H/AA, I/AA, J/AA, K/AA, L/AA, M/AA, AA/AF, and BB/AF, preceded by car number.

SECTION 13D: COMP, ALTERED & STREET ROADSTER, CLASSES (Page 19) (12/15/2023)

AA/AM: 5.40 or more pounds per cubic inch. Supercharged; 450-cubic-inch maximum, methanol; 1,500-pound minimum

AA/AT: 5.90 or more pounds per cubic inch. Turbocharged; V-8 only; 1,500-pound minimum

BB/A: 7.50 or more pounds per cubic inch. Supercharged; 2,100-pound minimum. 4-cylinder; 1,350-pound minimum

CC/A: 8.00 or more pounds per cubic inch. One centrifugal supercharger only. Full bodied cars only. 2,700-pound minimum

BB/AM: 7.50 or more pounds per cubic inch. Supercharged; small-block only; methanol. 1,500-pound minimum

BB/AT: 8.20 or more pounds per cubic inch. Turbocharged; 2,100-pound minimum. 4-cylinder; 1,350-pound minimum

CC/AM: 8.00 or more pounds per cubic inch. One centrifugal supercharger only. Full-bodied cars only; methanol. 2,700-pound minimum

CC/AT: 13.40 or more pounds per cubic inch. Turbocharged; 6-cylinder, 4-valve engines only; 2,450-pound minimum. Full-bodied cars only

DD/AT: 16.40 or more pounds per cubic inch. Turbocharged; 4-cylinder, 4-valve engines; 2,000-pound minimum. Full-bodied cars only

A/A: 3.40 to 5.39 pounds per cubic inch; 1,500-pound minimum

A/AP: 3.40 to 5.39 pounds per cubic inch. Planetary-type transmission With torque converter; 1,500-pound minimum

B/A: 5.40 to 6.49 pounds per cubic inch; 1,500-pound minimum

- B/AP: 5.40 to 6.49 pounds per cubic inch. Planetary-type transmission
With torque converter; 1,500-pound minimum
- C/A: 6.50 to 7.49 pounds per cubic inch; 2,100-pound minimum
- D/A: 7.50 to 8.49 pounds per cubic inch. 2,100-pound minimum
- E/A: 7.50 to 8.49 pounds per cubic inch. True wedge cylinder heads (with
inline and parallel valves) only; 2,100-pound minimum
- F/A: 8.50 to 9.49 pounds per cubic inch; 2,100-pound minimum
- G/A: 9.50 to 10.49 pounds per cubic inch; 2,100-pound minimum
- H/A: 10.50 to 11.49 pounds per cubic inch; 2,100-pound minimum
(A/Altered through H/Altered are V-8-only classes)
- I/A: 8.50 or more pounds per cubic inch. V-6, V-4 engines only; 2,000-
pound minimum
- J/A: 5.50 or more pounds per cubic inch. Inline or opposed 5- or 6-
cylinder engines only; 1,400-pound minimum
- K/A: 5.50 or more pounds per cubic inch. Inline 4-cylinder, 2-valve
Engines only; 1,100-pound minimum
- L/A: 10.00 or more pounds per cubic inch. Inline 4-cylinder, 2-valve
engines; 1,600-pound minimum 10.50 or more pounds per cubic
inch. Inline 4-cylinder, 4-valve engines; 1,600-pound minimum
- M/A: 5.50 or more pounds per cubic inch. Inline or opposed 5- or 6-
cylinder engines only; with OEM generally available cylinder heads
only; 1,400-pound minimum
- AA/AF: Maximum 153 cubic inches; turbocharged, 4-cylinder, 4-valve
only. Front-wheel drive only, full-tube chassis permitted. Minimum
weight: GM Ecotec, 2,050 pounds, all others 1,750 pounds.
Competitors may use engines up to 176 cubic inches maximum
but must add 16 pounds per cubic inch to the minimum weight for
each cubic inch over 153
- BB/AF: Maximum 153 cubic inches; turbocharged, 4-cylinder, 4-valve
only. Front-wheel drive only, full-tube chassis prohibited. Minimum
weight: GM Ecotec, 2,350 pounds, all others, 2,050 pounds.
Competitors may use engines up to 158 cubic inches maximum
But must add 16 pounds per cubic inch to the minimum weight for
each cubic inch over 153

Classes A/A through M/A are manual transmission only. Classes A/AA through M/AA are automatic transmission only, utilize corresponding manual-transmission class displacements and minimum weights. A/AP and B/AP reserved for planetary type transmission with torque converter.

SECTION 13D: COMP, ALTERED & STREET ROADSTER, ENGINE: 1, CYLINDER HEADS, ALTEREDS (Page 19) (12/18/2023)

Any type 2-valve head permitted in A through D, F through H, J, A/AP, B/AP, **and** CC/A, **and** CC/AM. E is restricted to true wedge cylinder heads (with inline and parallel valves) only. For I, K, and L, see CYLINDER HEADS Comp Section 13.

CC/AT and DD/AT are restricted to 4-valve cylinder heads only. AA/AF and BB/AF are restricted to OEM production (assembly line) 4-valve cast cylinder heads only. For all other classes, any cylinder-head configuration is permitted.

SECTION 13D: COMP, ALTERED & STREET ROADSTER, ENGINE:1, FUEL (Page 20) (12/15/2023)

NHRA-accepted racing gasoline only. Methanol mandatory in AA/AM, and BB/AM, and CC/AM. Methanol permitted in AA/AF, BB/AF, AA/AT, CC/A, BB/AT, CC/AT. and DD/AT. Propylene oxide and/or nitrous oxide prohibited. See General Regulations 1:6.

SECTION 13D: COMP, ALTERED & STREET ROADSTER, ENGINE: 1, SUPERCHARGER (Page 20) (12/18/2023)

Restricted to Roots-type supercharger, rotor helix angle not to exceed that of standard 71-series GM-type rotor. Maximum size: 14-71, 22 1/4-inch case length, 11 1/4-inch case width, 19-inch rotor length; maximum rotor diameter: 5.840 inches including fixed stripping. The case must be one piece with removable front and rear bearing end plates; rotor must be contained within one-piece case. The rotors must be driven from the front (both the external drive and the internal gearing). The entire inlet opening must be on/in the upper surface only. Any inlet/outlet cavity in front of the rotors is restricted to maximum 2.150 inches, measuring from the face of bearing plate to the back of the cavity. Billet cases prohibited. The maximum length from the front of the supercharger drive pulley to the leading edge of the rotor is 15 inches. Offset drive pulleys may not be used to add to the number listed above. All manifold configurations and supercharger modifications and locations must be accepted prior to competition. Variable multispeed supercharger devices prohibited. OEM-type screw supercharger permitted, all others prohibited. OEM- type screw superchargers do not require a supercharger restraint. "OEM type" in this case means that it must have originally come with the production engine being used. All AA/AM, BB/A, and BB/ AM vehicles using 12-71 or 14-71 superchargers must have an SFI 14.2 or 14.3 Supercharger Restraint with approved bag from same manufacturer. All other superchargers require an SFI 14.1, 14.2 or 14.3 Supercharger Restraint. Air-to-air intercooler permitted on supercharged vehicles. Supercharger must be in conventional location above the intake manifold and cylinder heads, and supercharger restraint device may not be modified. Ambient air only, i.e., the flow of ambient air through the intercooler and any associated ducting must be only a result of the movement of the vehicle. For CC/A, and CC/AM only, a 5.150-inch centrifugal supercharger limited to inlet diameter internal O.D. 5.250 maximum; impeller inducer diameter 5.150-inch maximum; impeller exducer diameter 8.000-inch maximum; discharge diameter 4.000-inch maximum; housing diameter (external diameter of housing not to include discharge) 12.000-inch maximum. Supercharger drive must be belt, NHRA accepted chain drive or NHRA-accepted gear drive. Aftermarket intercooler permitted (air-to-air or air-to-water/ice). CC/A

if methanol is used as a fuel intercooler prohibited. Maximum 3-gallon-capacity reservoir permitted, must be constructed of steel or aluminum, or an SFI 28.1 fuel cell. See General Regulations 1:10, 1:11.

SECTION 13D: COMP, ALTERED & STREET ROADSTER, DRIVETRAIN: 2, TRANSMISSION, AUTOMATIC (Page 21) (12/18/2023)

Permitted in AA/AM, AA/AT, BB/A, CC/A, CC/AM, BB/AM, BB/AT, CC/AT, DD/AT, A/AA through M/AA, AA/AF, BB/AF, B/SR, and C/SR. Cars with fully automatic transmissions with converter in A/AA may be 100 pounds under calculated class weight; classes B/AA through I/AA may be 250 pounds under calculated class weight; J/AA through M/AA may be 150 pounds under calculated class weight. CC/A, CC/AM with fully automatic transmission may deduct 225 pounds; Lencodrive-type transmission may deduct 150 pounds (for CC/A, and CC/AM only). CC/A, CC/AM may be under posted minimum weight, maximum 50 pounds. Except as noted above (for CC/A and CC/AM only), at no time, regardless of transmission, may a vehicle be under the minimum weight as stipulated under class designations. See Section 13, Transmission, Automatic, for details.

SECTION 13D: COMP, ALTERED & STREET ROADSTER, DRIVETRAIN: 2, TRANSMISSION, MANUAL (Page 22) (12/18/2023)

Permitted in AA/AM, AA/AT, BB/A, CC/A, CC/AM, BB/AM, BB/AT, CC/AT, DD/AT, A/A through M/A, AA/AF, BB/AF, and A/SR. Classes A/AP and B/AP limited to planetary transmission with a maximum three forward speeds only. See Section 13, Transmission, Manual, for details.

SECTION 13D: COMP, ALTERED & STREET ROADSTER, BODY: 7, HOOD, HOOD SCOOP, ALL VEHICLES (Page 25) (12/18/2023)

Hood permitted but must conform to original-type dimensions for body used. Hood may not be re-contoured to affect streamlining. Must have a flash shield over carburetion in place of hood; see General Regulations 1:4. On full-bodied cars, hood-scoop opening may not extend more than 11 inches above height of original-type hood surface. On open-bodied cars, hood scoop may not extend more than 11 inches above height of carburetor top. On pre-1949, hood scoop may not extend into or over body lines. Scoop may be molded to original-type hood. Scoop may not extend more than 10 inches behind the engine. Any portion of the scoop that extends beyond the engine must have a minimum three-inch air gap between the scoop and any adjacent body or cowl surface. Disguised streamlining prohibited. For CC/A and CC/AM, cowl induction hood or blisters/bubbles permitted, maximum height 11 inches as measured from adjacent hood surface to highest point. See General Regulations 7:6.

SECTION 13G: COMP, SUPER MODIFIED, ENGINE: 1, ENGINE (Page 38)
(12/12/2023)

Must be naturally aspirated in classes A through I. OEM or NHRA accepted aftermarket block mandatory in A through I. Corporate engine permitted. Engine setback or raising engine prohibited. Motor plates and mid-mounts permitted. Any internal engine modification permitted. OEM bore center spacing mandatory. See General Regulations 1:2

SECTION 13K: FACTORY X, (Page 45) (10/18/2023)



DESIGNATION

FX preceded by car number.

Reserved for Late Model Manufactured Automobiles-with Factory production engine of the same make. Manufacturer engines and bodies not listed in this section may be submitted for acceptance in Factory X.

Currently Accepted makes/models:

Chevrolet 2016 & up (6th Gen Camaro – COPO) – minimum weight 2,650 lbs.

Chevrolet 2014 - 2019 (Corvette) - minimum weight 2,650 lbs.

Dodge 2015 & up (Challenger – Drag Pak) – minimum weight 2,650 lbs.

Ford 2015 & up (Mustang – Cobra Jet) – minimum weight 2,650 lbs.

All minimum weights listed above include driver.

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

Currently Accepted Combinations:

All accepted FACTORY X bodies are eligible to be used with the accepted engine combinations listed below. Engine must be same make as body.

2020 Camaro COPO 350

- 630 HP Supercharged 2.65L Magnuson
- Upper supercharger pulley size: (3.125) inches
- Supercharger rear jack shaft cog pulley 32 teeth
- Supercharger rear cog pulley 34 teeth
 - Lower Engine Pulley (8.000) inches

2021 Challenger Drag Pak 354

- 630 HP Supercharged 3.0L Whipple
- Upper supercharger pulley size: (3.375) inches
 - Lower Engine Pulley (8.000) inches

2019 Mustang Cobra Jet 327

- 610 HP Supercharged 3.0L Whipple
- Upper supercharger pulley size: (3.750 Iron Block) (3.500 Alum Block) inches
- Lower engine pulley 6.938 inches.

Body, drivetrain, chassis, etc. may not be altered, modified, or relocated, except as outlined in Requirements & Specifications.

Minimum weight on the rear axle at conclusion of run: 1,300 pounds, including driver. Once an engine is used in a vehicle at an event, that engine cannot be used in another vehicle for the duration of the event. Engine shall consist of short block and heads which must be serialized or otherwise identified at each event.

REQUIREMENTS & SPECIFICATIONS

ENGINE: 1

AIR INLET TUBE

Optional. If used, air inlet tube must be OEM style. Air inlet tube may be cut, trimmed, or epoxied for fitment. Air inlet tube must be accepted by NHRA Technical Services before use.

CYLINDER HEADS

Must be correct casting number for year engine combination claimed, per NHRA Technical Bulletins. CNC porting of Intake runner, exhaust runner, and combustion chamber is permitted. Relocation of intake or exhaust port opening prohibited. Welding, epoxying any part of the intake or exhaust port is prohibited. Spark-plug hole must maintain stock location, size, and angle as machined by the OEM: spark plug adapters prohibited. Intake and exhaust manifold adapter plates prohibited. Valve-guide centerlines must maintain the stock lateral and front-to-back location as machined by the OEM. 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. External modifications beyond normal repair prohibited. Final acceptance as determined by NHRA in NHRA's sole and absolute discretion. Intake side of head may not be cut into any part of valve cover bolt holes or intake mounting holes. Valve-cover bolt holes must remain unaltered and in their original location. 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 head prohibited.

ENGINE

Must be same make as car used, NHRA-accepted aftermarket engine blocks permitted. Cylinder bores must not exceed .080-inch overstock. Normal balance job (i.e., one piston/rod assembly untouched) permitted. Otherwise lightening of component parts prohibited. All throttle bodies, manifolds, heads, etc. must be tightened to prevent any air or fuel leaks. Vacuum lines must be securely connected or blocked off. Stroke tolerance is +/- .015- inch. Stock OEM or NHRA accepted aftermarket crankshaft mandatory. Aftermarket crank must retain OEM configuration. Lightening of crankshaft other than normal balance job prohibited. Engine blocks may be sleeved. O-ringing engine blocks is prohibited. Aftermarket SFI Spec 18.1 harmonic balancer mandatory. See General Regulations 1:2. Manifold covers are prohibited. Use of “smog pump” or air pump for crankcase evacuation prohibited. Engine blueprint specifications found at Nhracer.com

STARTER

Starter must remain in stock location. Starter may be modified to align with starter ring. Minimum diameter for starter ring gear 12.800 inches.

OIL SYSTEM

Wet sump, single stage external, oil pump permitted.

FUEL INJECTION

Only accepted ECU: Holley Hp and Dominator. All other ECUs prohibited. All entries are limited to a 10,200 rpm maximum rev limiter. A current list of NHRA – accepted ECU's, software, and firmware can be found on NHRARacer.com. Larger fuel injectors permitted, provided no modification or re-drilling of manifolds is performed. Only one injector per cylinder permitted. See General Regulations 9:1, 9:11. External RPM / Speed / Ride Height / InfraRed etc., input connections prohibited in ECU.

OIL CONTAINMENT DEVICE

All vehicles must utilize an NHRA-accepted lower engine oil-retention device; may use a belly pan in lieu of device attached to the engine. Pan must be constructed of composite material with vertical folded-up walls, at least 4 -inches tall. Pan must run from in front of the front motor plate to in front of the rear motor plate and to just inside or outside of the lower frametrails. Front and rear walls must be “coved” toward oil pan a minimum of 1/2-inch to assist oil in staying within the confines of the oil-retention device. Pan must be attached with a minimum of three attachment points per side. A nonflammable, oil-absorbent liner mandatory inside of retention device.

THROTTLE BODY

Must be correct year, make and model specified for cars engine. Sandblasting, grinding, flash removal, dry film coating, or any other modification to throttle body prohibited. Throttle body must utilize mechanical throttle linkage with dual return springs. Cable linkage permitted. Throttle control must be manually operated by driver's foot: Electronics, pneumatics, hydraulics, or any other device may in no way affect the throttle operation. See General Regulations 1:12.

SUPERCHARGERS

Must be correct year, make and model specified & accepted for cars engine. Sandblasting, grinding, flash removal, dry film coating, or any other modification to Supercharger, intake manifold or intercooler prohibited.

INTERCOOLER TANK

OEM style and size intercooler tank permitted and must be mounted forward of firewall.

ENGINE SETBACK

Maximum 92.0 inches; minimum setback 90.0 inches for Camaro / Mustang entries. Maximum 102 inches; minimum 100 inches for Challenger entries. Measured from centerline of rear axle to rear of engine block. Modification of the block to allow further setback prohibited.

CRANKSHAFT HEIGHT

Minimum 13.0 inches. Measured from front crankshaft centerline.

EXHAUST SYSTEM

Open exhaust with headers permitted. Exhaust must exit under vehicle. Side exit exhaust prohibited. See General Regulations 1:3.

FUEL

NHRA-specified racing gasoline only. Dielectric Constant, as per NHRA DC meter, must match reading from baseline of specified gasoline. The use of additives is prohibited. See General Regulations 1:6.

FUEL SYSTEM

All fuel cells must be maximum 1 1/2-gallon fuel cell meeting SFI Spec 28.1 mounted forward of firewall; if mounted outside of framerails, fuel cell must be enclosed in a round tube frame, minimum 1 1/4-inch O.D. x .065-inch chromoly or Docol R8 tubing. The round tube frame must be attached to a cross member constructed of minimum 1 1/4-inch O.D. x .065-inch chromoly or Docol R8 tubing. Must have pressure cap and be vented. Extra tank(s) prohibited. Artificial cooling or heating systems (i.e., cool cans, ice, Freon, etc.) prohibited. Circulating systems not part of normal fuel-pump system prohibited. See General Regulations 1:5.

DRIVETRAIN: 2

TRANSMISSION, MANUAL CLUTCH, FLYWHEEL, FLYWHEEL SHIELD

Flywheel and clutch meeting SFI Spec 1.5 mandatory. Flywheel shield meeting SFI Spec 6.3 mandatory. Maximum 3 discs. Minimum disc diameter 8 inches. Clutch release must be manually operated by driver's foot. Electronics, pneumatics, hydraulics, or any other device may in no way affect the clutch system. Multi-stage, variable release, lockup-type clutch of any description prohibited. Throwout bearing must release all fingers, levers, stages, etc. simultaneously. Flywheel shield cannot be welded into the car and/or frame (used as a crossmember). Frame and/or body braces cannot be welded to flywheel shield. See General Regulations 2:3, 2:5, 2:6, 2:9.

DRIVELINE

Driveshaft must meet SFI Spec 43.1. Each end of driveshaft must have round 360-degree driveshaft loops within 6 inches of U-joints. Additionally, driveshaft must be covered by 360-degree tube, covering the front U-joint and extending rearward a minimum 12 inches. Minimum thickness of tube is .050-inch chromoly, Docol R8, or titanium. Driveshaft tube must utilize a minimum of four attachment points to the chassis, either bolted with minimum 5/16 SAE bolts or welded or 1/4-inch push/pull pins. See General Regulations 2:4.

REAR END

Aftermarket axles mandatory. Full-floating or live axle units permitted. Minimum 40 spline axles mandatory. See General Regulations 2:11.

TRANSMISSION, MANUAL

Aftermarket planetary or clutchless transmission with a maximum of five forward speeds and reverse permitted. Automatic transmission prohibited. Automated, timer-type, pneumatic, electric, electronic, hydraulic, etc. shifting mechanism prohibited; each individual shift must be a function of the driver and controlled manually.

RADIATOR

Only one automotive radiator in front location, with only one water pump mandatory in engine compartment. Remote water pump permitted. External plumbing from water pump to block and/or cylinder head(s) permitted. Water pump and fan may be electrically driven.

BRAKES & SUSPENSION: 3

BRAKES

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

STEERING

Stock-type steering in conventional location mandatory. Commercially available quick-disconnect steering wheel meeting SFI Spec 42.1 mandatory. Minimum steering-wheel diameter 11 inches O.D. Maximum 2 buttons allowed on steering wheel. See General Regulations 3:3.

SUSPENSION

Full automobile production systems mandatory. 4-link suspension systems permitted. One hydraulic damper required per wheel, for a maximum of four per vehicle. Fabricated units permitted. Rigid-mounted suspensions or straight front axles prohibited. Active suspension of any kind prohibited. Any ability to make on-track setting/rate changes based on "real time" data or input from any source, including the shock/strut itself (i.e., magnetically charged fluid), is prohibited. Electrically and / or external CO2 controlled, hydraulic shocks and/or struts are prohibited. Digressive spring devices and digressive springs prohibited. Inerter shocks/struts prohibited. Electrical connections of any kind to or from the shock/strut prohibited. External shock/strut travel sensors permitted but may ONLY be connected to the vehicle standalone data recorder. Shock/strut control boxes prohibited. See General Regulations 3:4.

WHEELIE BARS

Permitted. Wheels must be nonmetallic. Maximum length 66 inches, measured from the center of the rear axle to the center of the bolt in the wheelie-bar wheel. See General Regulations 3:6.

FRAME: 4

BALLAST

Permitted. Any ballast mounted on, or in front of, forward crossmember is limited to 30 pounds maximum, including bracket. Maximum length of bracket 12 inches, measured from the front of the crossmember. Width of bracket may not exceed width of lower frameroils. Weight bracket may not extend beyond the limits of the inside of the front fascia. Bracket may be constructed of either minimum 1 1/4-inch x .058-inch wall round chromoly or Docol R8 tubing with minimum four (4) 3/8-inch-diameter SAE Grade 8 bolts for attachment, or of minimum 1/4-inch 6061 T6 aluminum plate with minimum four (4) 1/2-inch SAE Grade 8 bolts for attachment, or NHRA-accepted design. All other weight bars, pucks, etc. must use minimum 1/2-inch-diameter SAE Grade 8 bolts for attachment. Ballast may not be mounted higher than the top of the wheel tubs. Disguised ballast prohibited (this includes solid tubing, etc. welded to chassis above the top of the rear wheel tubs). See General Regulations 4:2.

GROUND CLEARANCE

Minimum 3 inches from front of car to 12 inches behind centerline of front axle, 2 inches for remainder of car, except exhaust headers.

HELMET SHROUD (OPTIONAL)

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

PARACHUTE

Dual parachutes mandatory. 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.

ROLL CAGE

Chassis must meet SFI Spec 25.1, 25.2 or 25.3. Chassis must be certified by NHRA and have serialized sticker affixed to roll cage before participation. See General Regulations 4:4, 4:11, 10:6. A panel of .032-inch aluminum, .024-inch steel, or carbon fiber must be installed on the inside portion of the roll cage anywhere the driver's legs can come in 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.

ROLL-CAGE PADDING

Roll-cage padding meeting SFI Spec 45.2 mandatory anywhere driver's helmet may come in contact with roll-cage components. Additional padding mounted on flat stock and fastened to the roll cage on both sides of the driver's helmet, mandatory. Additional padding must be NHRA-accepted (with manufacturer's name displayed), securely mounted using bolts or locking fasteners, and must include a flame-retardant covering. A current list of NHRA-accepted lateral head supports is available on NHRARacer.com. See General Regulations 4:11.

WHEELBASE

Must retain stock wheelbase, +/- 3/4-inch for car model and year of body used per manufacturer's nominal specifications. Maximum variation from left to right: 1 inch. Relocation of rear axle location greater than +/- 1/4-inch prohibited.

TIRES & WHEELS: 5

TIRES

Restricted to 10.5W x 33 - 16 rear tires only, as specified by NHRA. Required height of front tire is 26 inches. See General Regulations 5:1.

WHEELS

Rear wheels 16x16 inches; double beadlock design mandatory. All rear wheels must meet a minimum SFI Spec 15.1 Any SFI Spec wheel must be used in an unaltered manner consistent with the manufacturer's installation and instruction books. Modification and/or lightening prohibited. Wheel discs or covers prohibited. See General Regulations 5:2.

INTERIOR: 6

SHEET METAL

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

SEAT / DASH

Driver's seat must meet SFI 39.2, FIA Spec 8855-1999, 8855-2021 or 8862-2009 and installed per manufacture recommendations. Removal of passenger seat permitted. Seat frame must be installed as a permanent part of the chassis. Dashboard must retain OEM exterior appearance. Fiberglass / composite replica of original permitted. Gauges may be painted in or simulated. Headliner area must have a finished appearance.

WINDOW NET

Window net meeting SFI Spec 27.1 mandatory. Window nets must be ribbon type. Window net system must be NHRA-accepted. See NHRA Accepted Products on NHRARacer.com for a list of accepted window net systems. Mechanism for release must have red label and in visible sight for track officials to use externally. See General Regulations 6:3.

BODY: 7

BODY

NHRA accepted body mandatory. OEM dimensional steel roof, steel quarter panels, A pillars and rockers mandatory. Chopping, channeling, sectioning, or other alterations to contour, length, or width, of any body panel, prohibited. Modification to NHRA-accepted body components prohibited, except for minor trimming to fit. Front end overhang may not exceed 40 inches, via stripe taker. Stripe taker maximum height 6 inches tall. All measurements must remain within the tolerances found on the NHRA FACTORY X Body Measurement Legend sheets. All cars must successfully pass NHRA body inspection prior to

competition. Contact NHRA Technical Services Department headquarters for body dimensions. NHRA approval required for all body styles and body components regardless of manufacturer. All body mounts must be nonadjustable. Any front-end body part made with carbon fiber must be covered with SFI 54.1 flame retardant coating. Must be applied according to the manufacturer's specifications and recommendations. Ground effects of any description prohibited. Ground effects include but are not limited to rocker skirts, belly pans, sheetmetal work to the underside of the car that produces a "tunnel" for the passage of air, etc. For body modifications, final determination rests with NHRA Technical Services Department, as determined by the NHRA Technical Services Department in its sole and absolute discretion.

DOORS

Must be functional and operable from inside and outside. Doors must be OEM dimension. Doors must utilize operable OEM exterior door handles in working order. Must have sheet-metal deflector plate between fenders and leading edge of doors.

BUMPERS

Complete stock appearing bumper covers, (front and rear) mandatory, consistent with make, model, year claimed. Rear bumper cover or valance may be notched, trimmed, or slotted for clearance around wheelie bars. Clearance is to allow for wheelie-bar movement only. Rear bumper notch width for wheelie bars is 23 inches.

FIREWALL

Moving stock firewall location rearward for engine installation permitted. Minimum .024-inch steel firewall mandatory. See General Regulations 7:4.

FLOOR

Driver's-side floor pan must be steel and must be welded in place. Remainder of stock floors may be replaced with .024-inch steel, or .032-inch aluminum or carbon fiber permitted. Subfloors and/or belly pans prohibited with the following exception: Floor area between the center framerails extending from the rear crossmember to the bellhousing may be enclosed from the bottom side. Must use minimum .024- inch steel, .032-inch aluminum, or carbon fiber for material. Magnesium prohibited. Maximum width for enclosure is 24 inches. Material may not extend more than halfway around on outside of center framerails and may be two pieces. May be either welded in or removable. Floor supports acceptable; maximum total width of material for supports 4 inches. Chassis must be below floor. Driveline tunnel behind driver's seat may be higher for proper clearance. Magnesium interior panels prohibited. See General Regulations 7:5.

GRILLE

Must be equipped with a stock grille of same configuration and design for specific body used; hole for air intake tube permitted. Any air inlet must be pre-approved by NHRA Technical Services Department prior to use in competition.

SPOILERS

Rear spoiler mandatory; length 14 inches mandatory; Spoiler will be measured from the body line/spoiler transition point to rear of spoiler. A 90-degree wicker is mandatory across the full width of the spoiler. Minimum wicker height is 1-inch. This measurement will be taken on the inside of the wicker. Wicker must be constructed of carbon fiber, aluminum, steel, or stainless steel with a minimum thickness of .050-inch. Wicker must be nonadjustable and permanently attached to the rear of the spoiler, so it remains 90 degrees to the spoiler at all times during the run. Height of the wicker is not included in the total length of the spoiler measurement. Rear spoiler may not be molded into deck lid. All spoilers must be painted to match paint scheme. Minimum angle of the rear spoiler may not be lower than horizontal. Roof-mounted spoilers prohibited. Air foils prohibited. Any adjustment or movement during run prohibited. A straight edge will be placed on the spoiler, perpendicular to the centerline of the car and level to the ground. Distance between level and lowest part of spoiler not to exceed 2 inches. Mandatory height of spill plate 6 inches (+/- 1/8-inch variance); must be attached to spoiler so that a mandatory 1 inch (+/- 1/8-inch variance) extends above edge of spoiler; must be vertical to the spoiler. Spill plate may not extend more than 2 inches past rear of spoiler, measured from where it attaches to the spoiler. Spoiler and fill area combined may not be more than 23.5 inches in total length; spill- plate may not extend forward of the spoiler fill area or more than 2 inches past rear of spoiler or be more than 26 inches long. When the quarter panel and deck lid follow different contours, a maximum 6.5-inch-long filler area is permitted on front edge of the spoiler to permit spoiler to follow contour of deck lid. Filler area must follow quarter panel contour and may not be fashioned to permit air to pass underneath it.

STREET EQUIPMENT

Complete headlight and taillight assemblies must be retained in stock original Factory location. Two functional OEM style headlights and OEM style taillights mandatory. Parking and stop lights, cannot be painted on body. Side marker lights optional. Any other street equipment that does not affect external appearance may be removed.

WHEELWELLS

Rear wheel wells must be separate for each tire. Maximum height of rear wheel tubs from ground, 40 inches.

WINDSHIELD, WINDOWS

Full windows mandatory, side and rear windows, 1/8-inch minimum-thickness polycarbonate material permitted. Windshield, 3/16-inch-minimum-thickness polycarbonate material required. Must match original contour and mount in stock

location. Front windshield and rear window may be flush mounted. Side door windows must have a minimum 4-inch diameter openings adjacent to the driver. Windows must be closed. Windshields and/or windows must be clear, without tinting or coloring. Side windows, including quarter windows, limited to driver's name, car number, car builder name, 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.

ELECTRICAL: 8

BATTERY

Maximum two batteries; total weight wet, fully charged, including battery box: 100 pounds. Mounting of battery in driver compartment prohibited. See General Regulations 8:1.

IGNITION

See NHRARacer.com: Factory X Electronic Fuel Injection Requirements.

MASTER CUTOFF

Mandatory. Rear bumper switch must be located on the driver's side of the lower rear tail panel. The push button of the master cutoff switch must be placed in such a manner as to give a safety official an unobstructed view of the button from the rear of the vehicle. The master cutoff button must be red in color and must have a 4-inch diameter contrasting background color around it.

SYSTEM AIR PRESSURE SHUTOFF SWITCH

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

SUPPORT GROUP: 9

COMPUTER/DATA RECORDERS

Data recorders permitted; must be standalone, NHRA accepted, and used for information gathering only. See NHRARacer.com: NHRA Accepted Products, Data Recorders. Digital dash displays acceptable. Ride-height sensors permitted; may only be connected to standalone data recorder. See General Regulations 9:1, 9:2.

FIRE EXTINGUISHER SYSTEM

Fire extinguishing system must meet SFI Spec 17.1. Minimum 20-pound NHRA-accepted fire extinguishing system mandatory. System must be divided with one nozzle on driver's side and one nozzle on engine. If fire bottle is mounted in front of the firewall, it must be connected to the nozzle system with a flexible steel braided line. All cars are required to have a pneumatic cylinder, pressurized by the fire system, that will activate the master kill switch and shut off the engine when fire system is activated. Minimum pneumatic cylinder size 5/8 inches. See General Regulations 9:3 for NHRA-accepted fire extinguishing agents. Fire pins must be removed before the run.

PRESSURIZED BOTTLES

Maximum one pressurized container per vehicle. See General Regulations 9:8.

SHUTOFF DEVICE

Properly installed and operational Electrimotion Shutoff Controller Kit (RF001PS) mandatory. The Electrimotion Shutoff Controller Kit must be properly installed per the manufacturer's instructions. Modification or tampering with the Electrimotion Shutoff Controller Kit prohibited. The Electrimotion Crew Alert Box, part number CB001 and the Motorsports Safety Electronics Shutoff System part number MS1150, may be used in conjunction with the Shutoff Device to illuminate a dash light for driver notification, disengage throttle and/or enable the shutoff device. Any other use of the Electrimotion Crew Chief Alert box or the Motorsports Safety Electronics Shutoff System is prohibited.

TOW VEHICLES

Golf cart or four-wheeled, Quadrunner/ATV-type tow vehicle permitted. Full-size tow vehicle prohibited. See General Regulations 9:12.

WARM-UPS

See General Regulations 9:5, 9:14.

DRIVER: 10

CREDENTIALS

Valid NHRA competition license mandatory. See General Regulations 10:4.

DRIVER RESTRAINT SYSTEM

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

HEAD AND NECK RESTRAINT DEVICE/SYSTEM

At all times that the driver is in the race vehicle, from the ready line until the vehicle is on the return road, driver must properly utilize an SFI-accepted head and neck restraint device/system, including connecting the helmet as required for full functionality of the device. The device/ system must meet SFI Spec 38.1 and must display a valid SFI label. The head and neck restraint device/system, when

connected, must conform to the manufacturer's mounting instructions, and it must be configured, maintained, and used in accordance with the manufacturer's instructions. See General Regulations 10:8.

HELMET

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

PROTECTIVE EQUIPMENT

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

SECTION 16: PRO STOCK MOTORCYCLE, DESIGNATION (Page 1) **(12/12/2023)**

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:

S and S (must be NHRA-accepted)

Gen 1 (up to 160 cid; 60-degree angle, 2-valve, pushrod) – 625 pounds

Gen 2 (up to 160 cid; 60-degree angle, 2-valve, pushrod) – 625 pounds

VTwin: VH160VT

(up to 160 cid; 60-degree angle, 2-valve, pushrod) – 625 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) – 580 pounds

(up to 107 cid, 4-valve) – 610 pounds

Suzuki (must be NHRA-accepted)

(up to 113 cid, 2-valve) – 570 pounds

(up to 113 cid, 4-valve V&H head) – ~~640~~ 645 pounds

(up to 113 cid, 4-valve Monster head) – ~~630~~ 625 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 16: PRO STOCK MOTORCYCLE, ELECTRICAL: 8, IGNITION (Page 5) (10/06/2023)

All ignition systems and/or components must be NHRA-accepted. A current list of NHRA-accepted ignition systems is available on NHRARacer.com. Any other attachment prohibited. Ignition systems and/or components must be utilized in an unaltered manner consistent with the manufacturer's installation and instruction books unless otherwise approved. See General Regulations 8:3.

External belt-drive magneto ignitions prohibited. Must be equipped with a positive ignition cutoff switch attached to the rider with a nylon lanyard. Switch must be on low-voltage side of ignition circuit.

SECTION 18: FUNNY CAR, ENGINE: 1, ENGINE (Page 2) (11/09/2023)

Any internal-combustion, NHRA-accepted, reciprocating, 90-degree V-8, single camshaft, automotive-type engine permitted. Multi and/or overhead cam configuration prohibited. Engine block must be forged aluminum. Cast aluminum blocks prohibited.

Only one cylinder-head design is acceptable:

Maximum two valves per cylinder

Intake valve angle of 35 degrees, + or - 1 degree

Intake valve size maximum: 2.470 inches maximum

Intake pushrod size: .500" maximum outside diameter

Exhaust valve size maximum: 1.925 inches maximum

Exhaust valve angle of 21 degrees, + or - 1 degree

Exhaust pushrod size: .500" maximum outside diameter

Only one engine block design is acceptable:

Engine size: 500 cid maximum

Bore size: 4.1875 inches, +.004-inch

Bore Center spacing: 4.800 inches maximum
Cam Core Size: 60 mm maximum
Camshaft to Crankshaft centerline: 5.400 inches maximum
Lifter Size: 1.125 inches maximum

Dry-sump oil system mandatory. Dry sump system tank must be mounted inside framerails. Engine must be equipped with an NHRA-accepted SFI Spec 7.1 lower engine ballistic/restraint flexible type device. A positive method (flange, lip, etc.) must be attached to the intake manifold or engine block to retain both the front and rear manifold to block gasket(s). The flange/lip must extend past the surface of the gasket and be contoured to closely fit the block and manifold surfaces to prevent the gasket from extruding. An inner diaper, Taylor part number 001-ID-FC, NitroSew part number 4028, KMS Bucket 001, or DJ Safety part number 750500.wet mandatory. Carbon fiber/composite oil pan prohibited.

SECTION 19: TOP FUEL DRAGSTER, DESIGNATION (Page 1) (11/09/2023)

TF, preceded by car number.

Reserved for supercharged, fuel-burning dragsters, built specifically for all-out drag racing competition. Minimum weight at conclusion of run: ~~2,340~~ 2390 pounds, including driver.

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.

Any proposed changes to vehicle design or vehicle components must be submitted in writing to the NHRA Technical Department for review and approval or disapproval, in NHRA's sole and absolute discretion. Only safety enhancing modifications will be considered for approval and implementation. Performance enhancing modifications may be submitted for approval; however, even if approved for future use, it is NHRA's plan that no performance-enhancing modifications will be implemented.

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. No proposed changes to vehicle design or vehicle components can be used in competition unless such written approval has first been granted.

Proposed changes to vehicle design or vehicle components includes, but is not limited to, engine blocks, cylinder heads, intake manifolds, fuel pumps, superchargers, body components, wing components and electronics, and includes any redesign, reconfiguration, and/or modifications to existing components. It is the participant's responsibility to refer any development, redesign, reconfiguration, and/or modification questions with respect to Top Fuel components to the NHRA Technical Department to determine whether permitted or prohibited before using in competition, and disqualification or other penalties determined in NHRA's discretion may result if this procedure is not followed.

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. Fines, if not paid, 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. 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, ENGINE (Page 2) **(11/09/2023)**

Any NHRA-accepted, reciprocating, 90-degree V-8, single camshaft, automotive-type engine permitted. Multi-valve and/ or overhead-cam engines prohibited. Engine block must be forged aluminum. Cast aluminum blocks prohibited.

Only one cylinder- head design is acceptable:

Maximum two valves per cylinder

Intake valve angle of 35 degrees, + or - 1 degree

Intake valve size **maximum**: 2.470 inches **maximum**

Intake pushrod size: .500" maximum outside diameter

Exhaust valve size **maximum**: 1.925 inches **maximum**

Exhaust valve angle of 21 degrees, + or - 1 degree

Exhaust pushrod size: .500" maximum outside diameter

Only one engine block design is acceptable:

Engine size: 500 cid maximum

Bore size: 4.1875 inches, +.004-inch

Bore Center spacing: 4.800 inches maximum

Cam Core Size: 60 mm maximum

Camshaft to Crankshaft centerline: 5.400 inches maximum

Lifter Size: 1.125 inches maximum

Dry-sump oil system permitted. Dry-sump tank must be mounted inside framerails. Engine must be equipped with an NHRA-accepted SFI Spec 7.1 lower engine ballistic/ restraint flexible type device. rail at rear of motor must be covered with ballistic material. A positive method (flange, lip, etc.) must be attached to the intake manifold or engine block to retain both the front and rear manifold to block gasket(s). The flange/lip must extend past the surface of the gasket and be contoured to closely fit the block and manifold surfaces to prevent the gasket from extruding. An inner diaper, Taylor part number 002-ID-TF, NitroSew part number 4028, or DJ Safety part number 750500.wet mandatory. Carbon fiber/composite oil pan prohibited.

SECTION 19: TOP FUEL DRAGSTER, SUPPORT GROUP: 9, FIRE EXTINGUISHER SYSTEM (Page 13) (11/09/2023)

~~Beginning January 1, 2024, fire extinguisher system meeting SFI Spec 17.1 is mandatory (further details TBD).~~ Fire extinguisher system meeting SFI Spec 17.1 mandatory ~~on cars with an enclosed cockpit.~~ Minimum 5-pound, NHRA-accepted fire extinguisher system. Must be installed per manufacturer's specifications with all gauges clearly visible. ~~When a fire extinguisher system is required, a m~~Manually activated extinguishing system mandatory. Manual systems may additionally be activated pneumatically or thermally. See General Regulations 9:3.

SECTION 19: TOP FUEL DRAGSTER, DRIVER: 10, FRESH AIR SYSTEM (Page 15) (11/09/2023)

~~Beginning January 1, 2024, a~~A 3000 PSI, 112 cubic inches minimum capacity fresh air breathing system is mandatory. ~~(further details TBD). Any car with a canopy must have a 3,000psi, 112 cubic inches minimum capacity fresh air breathing system.~~ Fresh air system must be manufactured and installed by the original helmet manufacturer or with written authorization of the original helmet manufacturer. Helmet must meet applicable FIA, SFI, and/or Snell specs with fresh air system installed. Compressed air only. Air must be supplied by constant pressure. Bottle must meet and be engraved as meeting, DOT-1800 pound minimum Spec. Bottle must be securely mounted (hose clamps and/or tie wraps prohibited). ~~(see General Regulations 9:8).~~

SECTION 21: GENERAL REGULATIONS, 1:5 PUMPS/VALVES (Page 5) **(12/12/2023)**

Cars equipped ~~with carburetor(s) or nonelectronic fuel (EFI) systems but~~ with mechanical non-OEM fuel pumps must have a quick-action fuel-shutoff valve within easy reach of driver and located in the main fuel line between the fuel tank and the carburetor and/or injectors. Fuel recirculation systems not part of normal fuel/pump system prohibited. All cars in Stock, Super Stock, Competition, and Pro Stock must be equipped with a positive-lock drain valve located between the fuel tank and the carburetor(s) or fuel injector to facilitate removal of fuel samples for fuel-check purposes.

SECTION 21: GENERAL REGULATIONS, 1:13 VENT TUBES, BREATHERS **(Page 11) (10/06/2023)(11/08/2023)**

Mandatory as outlined in Class Requirements; permitted on all cars. Where used, the tubes must terminate into an acceptable, permanently attached catch tank with a minimum capacity of one gallon per engine (except as noted in Class Requirements). The catch tank must be baffled to keep overflow off track. The catch tank can be mounted in the driver's compartment. When mounted inside the compartment, it must be securely mounted and must be vented to outside the body. Breather/vent tubes must be mechanically secured (tie-wraps prohibited) to the fittings and the fittings locked at both ends. Routing of vent tubes/hoses through drivers' compartment is permitted. Tubes/hoses must be NHRA-accepted when routed through drivers' compartment. See NHRARacer.com for a list of accepted vent tubes/hoses.

SECTION 21: GENERAL REGULATIONS, 8:1 BATTERIES (Page 37) **(11/08/2023)**

All batteries must be securely mounted; must be of sufficient capacity to start vehicle at any time. Batteries may ~~not~~ be relocated into the driver or passenger compartments when a jacket and pants or suit meeting at least a SFI Spec 3.2A/15, and SFI Spec 3.3/5 gloves and shoes are used. When the battery is mounted inside drivers compartment, battery must be located in a sealed .024-inch steel or titanium, or .032-inch aluminum box. Rear firewall of .024-inch steel or .032-inch aluminum (including package tray) required when battery is relocated in trunk. In lieu of rear firewall, battery may be located in a sealed .024-inch steel, .032-inch aluminum, or NHRA-accepted poly box. If sealed box is used in lieu of rear firewall, box may not be used to secure battery and must be vented outside of body. Relocated battery(s) must be fastened to frame or frame structure with a minimum of two 3/8-inch-diameter bolts. OEM located batteries without complete OEM hold-down hardware must be secured to OEM battery box/tray using the same 3/8-inch-diameter bolt hold-down method described in previous sentence. ("J" hooks prohibited or must have open end welded shut.)

Metal battery hold-down straps mandatory. Strapping tape prohibited. A maximum of two automobile batteries, or 150 pounds combined maximum weight (unless otherwise specified in Class Requirements), is permitted. Maximums may vary according to Class Requirements.