NHRA SUMMIT RACING SERIES STREET LEGAL EV RULES

DESIGNATION
SEV, proceeded by competition number

The NHRA Summit Racing Series Street Legal EV category is reserved only for foreign and domestic OEM production Electric Vehicle automobiles and trucks. All vehicles must be street driven and drivers must carry a state-issued proof of registration and valid insurance information. All vehicles must also display a valid license plate(s).

Vehicles participating in NHRA Summit Racing Series Street Legal EV must be able to pass all state highway safety requirements for the state in which the vehicle is registered and retain all OEM safety features.

The following requirements and specifications will be affective for the NHRA Summit Racing Series Street Legal EV:

2008-2013 OEM model-year production cars are permitted to run no quicker than 10.00 and/or no faster than 135 mph (*6.40 eighth-mile).

2014-Current OEM model-year production cars are permitted to run no quicker than 9.00 and/or faster than 150 mph (*5.65 eighth-mile).

Drivers in vehicles running slower than 11.50 (*7.35 eighth-mile) and/or slower than 135 mph are required to wear long pants and a NHRA-accepted helmet.

Drivers in vehicles quicker than 11.49 (*7.35 eighth-mile) or slower than 9.00 (*5.65 eighth-mile) or faster than 135 mph or slower than 150 mph are required to wear a minimum SFI 3.2A/1 jacket, long pants, and helmet. See General Regulations 10:7 for helmet requirements.

Unaltered OEM, antilock brakes, airbag functions, stock frame\unibody construction, including floors and firewall, as well as all other OEM safety related systems (including propulsion and battery systems, seats, and seatbelts), must be functioning as per manufacturer's specifications.

events, only legitimate street-legal machines are permitted to participate.

Batteries may be recharged in pits or other designated areas only. Batteries must be charged utilizing either the original unaltered OEM Charger or an unaltered commercially available charging system that will watch individual cell levels and have redundant ways to shut off the charging system in case of an overcharged condition.