



2019 TO 2020 NHRA RULE AMENDMENTS
(THESE RULE AMENDMENTS COVER RULE CHANGES MADE FROM THE
END OF THE 2019 SEASON UNTIL THE BEGINNING OF THE 2020 SEASON)

***2020 RULE CHANGES BECOME EFFECTIVE
JANUARY 1, 2020***

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INTRODUCTION: NATIONAL HOT ROD ASSOCIATION MASTHEAD (Remove all of page iii) (Page iii) (10/9/2019)

INTRODUCTION: NHRA MELLO YELLO DRAG RACING SERIES (5TH Paragraph) (Page ix) (10/9/2019)

Pro Stock Motorcycle is the two-wheel category in the NHRA Mello Yello Drag Racing Series. Competitors rely on spec racing gasoline to produce elapsed times of less than seven seconds at speeds in excess of ~~195~~ 200 mph.

INTRODUCTION: NHRA JR. STREET (Page xv) (10/9/2019)

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.

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 back-halved. 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.

INTRODUCTION: NHRA JR. STREET, REQUIREMENTS & SPECIFICATIONS, SUPPORT GROUP: 9, CREDENTIALS (Page xv) (10/9/2019)

A valid NHRA Jr. Street program participant license and NHRA membership are mandatory. License application must be fully completed and submitted to NHRA in Glendora, Calif., 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, 1.2 SCOPE OF NHRA RULEBOOK, 1.2.2 New Rules and Rule Changes, (Page 2) (10/9/2019)

NHRA rules may be added, deleted and/or amended from time to time and at any time by NHRA. **It is the participant's responsibility to stay abreast of all NHRA rule changes that may affect the participant.** Additions, deletions or changes to the Rulebook (collectively referred to herein as "amendments") will be communicated by publication on NHRARacer.com. as follows:

1. Publication in NHRA National Dragster; and/or
2. Publication on NHRARacer.com

Amendments are effective and enforceable immediately upon publication on NHRARacer.com or in NHRA National Dragster. Racers are responsible to consult and stay up to date with any rules and related information published on NHRARacer.com.

~~Amendments will be labeled as amendments to the Rulebook. Amendments may but need not be published once in NHRA *National Dragster*, but always are published on NHRARacer.com. Publication in NHRA *National Dragster* shall be done in NHRA's discretion. In NHRA's discretion, an amendment or group of amendments may be listed or referred to in NHRA *National Dragster* with the full text being available only on NHRARacer.com, or may solely be published on NHRARacer.com. NHRARacer.com generally will contain an index of amendments for the then current year, and that index may be published in NHRA *National Dragster* as well, in NHRA's discretion.~~

SECTION 1: ADMINISTRATIVE PROCEDURES & APPEALS, 1.2 SCOPE OF NHRA RULEBOOK, 1.2.4 Official Opinions on Technical Issues (Page 3) (10/9/2019)

Participants may request official opinions on technical issues from NHRA. This type of opinion may be requested, for example, on the acceptability of specific items of equipment or body designs. Any request for an official opinion on technical issues must be made in writing and submitted to the [NHRA](#) Technical Department. ~~No opinion on technical issues is binding on NHRA unless published in NHRA *National Dragster* or, if deemed too lengthy for publication in NHRA *National Dragster*, then referred to in NHRA *National Dragster* and published on NHRARacer.com.~~

SECTION 1: ADMINISTRATIVE PROCEDURES & APPEALS, 1.3 VOLUNTARINESS; ALL PARTICIPATION NOT A RIGHT; ALL PARTICIPANTS BOUND BY THIS RULEBOOK; PARTICIPANT CONDUCT; COVENANT NOT TO SUE, 1.3.2 Participant Covenant and Covenant Not to Sue (Page 4) (10/9/2019)

Each participant expressly agrees to abide by all NHRA rules, regulations and agreements, including but not limited to those contained in the NHRA Rulebook, and by NHRA decisions, whether or not related to an event. Notwithstanding any other provision of this Rulebook, by participating in, and in consideration for being allowed to participate in NHRA drag racing, and in consideration of receiving any of the numerous benefits available to participants, each participant understands, acknowledges and agrees that:

- 1) Participation in any and every aspect of NHRA drag racing is a privilege, not a right.
- 2) The participant voluntarily chooses to participate in accordance with all NHRA rules, regulations and agreements, including but not limited to those contained in the NHRA Rulebook, and by NHRA decisions, whether or not related to an event.
- 3) When a participant submits an entry for competition in an event, and the entry is accepted, the participant is obligated to compete in the event in good faith to the best of the participant's ability unless prevented from so doing by matters beyond the participant's control.
- 4) The NHRA Rulebook and the dispute resolution procedures set forth within the Rulebook apply to any and all decisions, rules, regulations, actions or omissions to act by NHRA, without limitation. For example, and not by way of limitation,

decisions on the classification or reclassification of vehicles, which categories of vehicles will be professional classes, which categories of vehicles will race at national events, what types of vehicles will be allowed to race in a class, whether an event is cancelled, postponed or rescheduled, whether or how an event is televised, what types of sponsors will be allowed to be featured on race vehicles, and what types of sponsors will not be allowed on site at events at all, to name but a few, are all illustrative of the types of decisions that are governed by and may be challenged only through the dispute resolution procedures set forth in this Rulebook.

~~5)6)~~ Member track officials and personnel (including without limitation member track owners, employees, contractors, agents, vendors or others) are not agents of NHRA and operate independently of NHRA.

~~6)7)~~ All decisions made by NHRA, including but not limited to those made during or incident to an event, are final and may not be appealed except as expressly subject to review herein, and such decisions may not be made the basis of a lawsuit. The participant further agrees to release and waive from liability and not to bring any action against NHRA, the event director, the event director's designee(s), any NHRA or track official, the racetrack operator, the racetrack owner, event sponsors, other NHRA sponsors, and all other event officials, for any loss, damage, or injury, including without limitation economic loss or damages, caused by any decision, erroneous or otherwise, including without limitation decisions based on malfunctioning electronic or mechanical equipment, and all whether due to negligence or otherwise.

~~7)8)~~ Any dispute concerning the rules, regulations and agreements of NHRA, any decisions of NHRA or NHRA officials, any acts or omissions to act by NHRA, or any matter regarding participation in NHRA drag racing, shall be resolved exclusively pursuant to the dispute resolution procedures provided in this Rulebook. The participant agrees to indemnify and to hold NHRA harmless from any and all legal fees and costs incurred by NHRA as a result of the failure of the participant to comply with the dispute resolution procedures provided in this Rulebook. ~~8)9)~~ NHRA, any racing facility, and all of their directors, officers, employees, agents or representatives have no liability to the participant, participant's personal representatives, assigns, heirs, and next of kin for any and all loss or damage and any and all claims or demands of any nature whatsoever including without limitation loss or damage to any property of the participant or property of others entrusted to the participant, whether caused by the negligence of any Releasee (as defined in Section 1.5.2 herein) or otherwise.

~~9)10)~~ The participant will not initiate or maintain, directly or indirectly, any kind of civil court lawsuit related to any NHRA rule, regulation, agreement or decision, which lawsuit NHRA determines to be conduct detrimental to NHRA or the sport of drag racing. Factors considered in determining whether a lawsuit is deemed conduct detrimental to NHRA or to the sport of drag racing include, but are not limited to: the threat posed to maintaining the ability to conduct events and racing activities; the threat posed to the continued viability of the sport of drag racing; disruption to the orderly conduct of the sport of drag racing; damage to NHRA's business and reputation; loss of sponsorship opportunities; disruptions in

sponsor relationships; damage to goodwill with vendors, sponsors, customers and members; damage to racing competition; adverse effects upon the insurability of the sport of drag racing, and other damage to NHRA or the sport of drag racing.

~~10)11)~~ In order to preserve the sport of drag racing, and to preserve NHRA's ability to function and exist as a sanctioning body for drag racing, NHRA must and does rely on the foregoing covenant not to sue.

~~11)12)~~ NHRA would be severely damaged by breach of the covenant not to sue set forth herein.

~~12)13)~~ Taking into account the many circumstances affecting the sport of drag racing, and factors that cannot be foreseen and accurately predicted by NHRA and each participant, actual damages to NHRA resulting from breach of the covenant not to sue would be impracticable and extremely difficult to determine.

~~13)14)~~ In the event of any breach of this covenant not to sue involving a lawsuit filed after May 1, 2004, unless the participant prevails in the participant's lawsuit, the participant:

- a) May be subject to permanent or temporary suspension or exclusion from NHRA events; and
- b) Must pay all of NHRA's attorneys' fees and costs related to the lawsuit, including but not limited to fees and costs for in-house counsel (payment must be made before participation, if eligible, in any NHRA event); and
- c) Must pay any fine assessed by NHRA (payment must be made before participation, if eligible, in any NHRA event).

SECTION 4: E.T. HANDICAP RACING, INTRODUCTION (Page 1) (10/9/2019)

Each racetrack has the option of substituting its own selection of class titles and e.t. breaks.

Since quarter-mile elapsed times would not apply for eighth mile racing, a style of competition common to E.T. handicap racing, some pertinent quarter-mile elapsed times are converted to eighth-mile figures: 9.90 = 6.30, 10.00 = 6.40, 11.00 = 7.00, 12.00 = 7.50, and 14.00 = 8.60.

The legality of certain devices (i.e., throttle stops, delay devices, etc.) may vary between divisions. Racers are advised to contact the respective division office for regulations within that geographic area.

Timed vehicle-control devices (counters, time displays, etc.), except as outlined under Class Requirements, are prohibited. Display or transmission of track location, time/distance data, etc. prohibited.

~~Data recorders are permitted in Advanced E.T. and Super Pro only. Data recorders (except for "playback" type tachometers) are prohibited in all other E.T. classes.~~

~~Computers (except for OEM) are prohibited in all E.T. classes.~~

**SECTION 4A: SUPER PRO, PRO, SPORTSMAN, COMPUTER (Page 7)
(10/9/2019)**

~~Prohibited.~~ Computers (except for OEM) are prohibited. See General Regulations 9:1.

**SECTION 4B: ADVANCED E.T., SUPPORT GROUP:9, DATA RECORDERS
(Page 11) (10/9/2019)**

~~Data recorders are permitted in Advanced E.T. and Super Pro only. Data recorders (except for "playback" type tachometers) are prohibited in all other E.T. classes.~~

SECTION 4C: E.T. MOTORCYCLE, DESIGNATION (Page 13) (10/9/2019)

DESIGNATION

ET/MC, preceded by rider number. For motorcycles running 7.50 (*4.50) seconds or slower. Unaltered OEM production Can-Am Spyder three-wheel motorcycle permitted. All other three-wheel vehicles prohibited.

Competition structure will be conducted in an e.t. dial-your-own format.
Competition with snowmobiles and other types of vehicles permitted.

~~Data recorders are permitted in Advanced E.T. and Super Pro only. Data recorders (except for "playback" type tachometers) are prohibited in all other E.T. classes.~~

~~Computers (except for OEM) are prohibited in all E.T. brackets.~~

**SECTION 4C: E.T. MOTORCYCLE, SUPPORT GROUP:9, COMPUTER/DATA
RECORDER COMPUTER (Page 15) (10/9/2019)**

~~NHRA-accepted data loggers permitted, where allowed by class rules. See General Regulations 9:1, 9:2. Computers (except for OEM) are prohibited. See General Regulation 9.1.~~

**SECTION 4C: E.T. MOTORCYCLE, SUPPORT GROUP:9, DATA RECORDER
(New section add after COMPUTER) (Page 15) (10/9/2019)**

NHRA-accepted data loggers permitted. See General Regulations 9:2.

SECTION 4E: E.T. SNOWMOBILE, DESIGNATION (Page 16) (10/9/2019)

DESIGNATION

SM, preceded by competition number.

For snowmobiles running 7.50 (*4.50) and slower. All snowmobiles must be factory-production assembled, showroom available, and in the hands of the general public.

Competition structure will be conducted in an e.t. dial-your-own format.
Competition with motorcycles and other types of vehicles permitted.

~~Data recorders are permitted in Advanced E.T. and Super Pro only. Data recorders (except for “playback”-type tachometers) are prohibited in all other E.T. classes.~~

~~Computers (except for OEM) are prohibited in all E.T. brackets.~~

SECTION 4E: E.T. SNOWMOBILE, SUPPORT GROUP:9, COMPUTER (New section add before PARACHUTE) (Page 19) (10/9/2019)

~~NHRA-accepted data loggers permitted, where allowed by class rules. See General Regulations 9:1, 9:2. Computers (except for OEM) are prohibited. See General Regulation 9.1.~~

SECTION 4E: E.T. SNOWMOBILE, SUPPORT GROUP:9, DATA RECORDER (New section add before COMPUTER) (Page 19) (10/9/2019)

~~NHRA-accepted data loggers permitted. See General Regulations 9:2.~~

SECTION 4F: ALL-TERRAIN VEHICLE, DESIGNATION (Page 16) (3/7/2019)
DESIGNATION

ATV, preceded by competition number. For All-Terrain Vehicles (ATVs) running directly on the track surface.

All ATVs must be of the four-wheel variety, factory-production assembled, showroom available, and in the hands of the general public. No three-wheel vehicles allowed. Competition structure will be conducted on an E.T. dial-your-own format. Competition with motorcycles and snowmobiles permitted. Competition with any other type of vehicle prohibited.

~~Data recorders are permitted in Advanced E.T. and Super Pro only. Data recorders (except for “playback”-type tachometers) are prohibited in all other E.T. classes.~~

~~Computers (except for OEM) are prohibited in all E.T. brackets.~~

SECTION 4F: ALL-TERRAIN VEHICLE, SUPPORT GROUP:9, COMPUTER (New section add before PARACHUTE) (Page 19) (10/9/2019)

~~NHRA-accepted data loggers permitted, where allowed by class rules. See General Regulations 9:1, 9:2. Computers (except for OEM) are prohibited. See General Regulation 9.1.~~

SECTION 4F: ALL-TERRAIN VEHICLE, SNOWMOBILE, SUPPORT GROUP:9, DATA RECORDER (New section add before COMPUTER) (Page 19) (10/9/2019)

NHRA-accepted data loggers permitted. See General Regulations 9:2.

SECTION 6: E3 SPARK PLUGS NHRA PRO MOD DRAG RACING SERIES PRESENTED BY J&A SERVICE, ENGINE: 1, FUEL SYSTEM (Page 2), (10/9/2019)

Fuel cell/tank must have pressure cap and be vented to outside of body. Where fuel cells are used they must meet SFI Spec 28.1. Fuel cells/tanks must be mounted between framerrails and enclosed in a round tube frame, minimum 1 1/4-inch O.D. x .065-inch chromoly tubing. 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. Minimum temperature of fuel in the staging lanes to the completion of the run and subsequent NHRA fuel check is 50 degrees F. A failure to pass the minimum fuel temperature check in the staging lanes prior to a run will result in the forfeiture of that run, and the racer must return to the racer's pit. A failure to pass the minimum fuel-temperature check after a run will cause that run to be disqualified. Water injection permitted on nitrous entries only; only water permitted in water injection system. All cars equipped with a mechanical fuel pump must utilize the air controlled mechanical fuel shut off feature of Electrimotion Pro Mod Safety Shutoff Controller. See General Regulations 1:5.

SECTION 6: E3 SPARK PLUGS NHRA PRO MOD DRAG RACING SERIES PRESENTED BY J&A SERVICE, BRAKES & SUSPENSION:3, SUSPENSION (Page 5), (10/9/2019)

Full automobile production systems mandatory. ~~Minimum one hydraulic shock absorber per wheel.~~ One hydraulic damper, inerter, or damper inerter hybrid, required per wheel for a maximum of four per vehicle. Fabricated units permitted. Rigid-mounted suspensions or straight front axles prohibited. Lockup shocks prohibited. Active suspension of any kind prohibited. Any ability to make on-track setting/rate changes based on "real time" data or input from any source, including the shock/strut itself (i.e., magnetically charged fluid), is prohibited. Electrically or pneumatically controlled, hydraulic shocks and/or struts are permitted, provided all adjustment settings/changes are preset before the run. Pneumatic digressive spring devices permitted on rear springs.

Only 1 three-wire shielded cable connection is permitted from the top of the shock/strut to the shock/strut controller. Electrical connections of any other kind to or from the shock/strut prohibited. Shock/strut travel sensors permitted, but may ONLY be connected to the vehicle data recorder. Shock/strut control boxes that have connections for travel sensors must have the pin removed from the connector.

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

SECTION 6: E3 SPARK PLUGS NHRA PRO MOD DRAG RACING SERIES PRESENTED BY J&A SERVICE, DRIVETRAIN: 4, REAR END (Page 4), (10/9/2019)

~~All rear ends must be NHRA-accepted. A current list of NHRA-accepted rear ends is available on NHRARacer.com.~~ Aftermarket full-floating axle assembly mandatory. Aftermarket axles with minimum 5/8-inch-diameter studs and axle-retention device mandatory. ~~Full floating or live axle units mandatory on all entries.~~ Maximum (numeric) rear-end gear ratio 4.57-to-1 for supercharged and turbocharged entries. See General Regulations 2:11.

SECTION 6: E3 SPARK PLUGS NHRA PRO MOD DRAG RACING SERIES PRESENTED BY J&A SERVICE, TIRES & WHEELS: 5, WHEELS (Page 7), (10/9/2019)

SFI Spec ~~15.1 or~~ 15.3 rear wheels measuring 16x16 inches with double bead locks or liners mandatory. Modification and/or lightening prohibited. Wheel discs or covers prohibited. See General Regulations 5:2.

SECTION 6: E3 SPARK PLUGS NHRA PRO MOD DRAG RACING SERIES PRESENTED BY J&A SERVICE, INTERIOR: 6, DRIVER COMPARTMENT (Page 7), (10/9/2019)

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. Rear wheelwells must be separate for each tire. Maximum height of rear wheel tubs from ground, 40 inches. Trunk must be completely separated from driver compartment with a firewall. See General Regulations 6:1.

SECTION 6: E3 SPARK PLUGS NHRA PRO MOD DRAG RACING SERIES PRESENTED BY J&A SERVICE, INTERIOR: 6, WINDOW NET COMPARTMENT (Page 7), (10/9/2019)

Window net meeting SFI Spec 27.1 mandatory. Seat belt buckle attachment to roll cage prohibited. Window net must release with a quick lock and or spring-loaded mechanism. Mechanism for release must have red label and in visible sight for track officials to use externally. See General Regulations 6:3.

SECTION 6: E3 SPARK PLUGS NHRA PRO MOD DRAG RACING SERIES PRESENTED BY J&A SERVICE, BODY: 7, BODY (1st Paragraph) (Page 7) (10/9/2019)

Both doors must be functional from inside and outside. One-piece or Funny Car-type bodies prohibited. Front overhang not to exceed 45 inches forward of the front spindle. If front overhang of selected body is less than the maximum of 45 inches, an extension may be added to reach the maximum length. 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. No holes permitted in rear of body. Two hinged openings with total maximum of 120 square inches permitted. Maximum 1-inch rocker panel extensions and fender flares (lips) permitted. Lip may not extend beyond forward half of wheel opening.

SECTION 6: E3 SPARK PLUGS NHRA PRO MOD DRAG RACING SERIES PRESENTED BY J&A SERVICE, ELECTRICAL: 8, SYSTEM AIR PRESSURE SHUTOFF SWITCH (New section add after TAILLIGHTS) (Page 9) (10/9/2019)

A 60 psi normally open-air switch must be installed to prevent the car from starting if system air pressure is below 60 psi. In the event the car is losing air pressure during a run, the switch must open when system air pressure goes below 60 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 Electrimation Safety Device at any time.

SECTION 6: E3 SPARK PLUGS NHRA PRO MOD DRAG RACING SERIES PRESENTED BY J&A SERVICE, SUPPORT GROUP: 9, EVENT DATA RECORDER (Page 9) (10/9/2019)

Properly installed and operational PRC Systems Event Data Recorder (part number EDR1.0 or EDR2.0) and PRC Systems Wire Assembly (part number WA1.0 or WA2.0) permitted mandatory. The PRC Systems Event Data Recorder and Wire Assembly should must be installed per the manufacturer's instructions. Modification of or tampering with the PRC Event Data Recorder and Wire Assembly prohibited.

SECTION 6: E3 SPARK PLUGS NHRA PRO MOD DRAG RACING SERIES PRESENTED BY J&A SERVICE, SUPPORT GROUP: 9, SHUTOFF DEVICE (Page 9) (10/9/2019)

Supercharged and turbocharged cars are required to have properly installed and operational Electrimation Pro Mod Shutoff Controller Kit (part number SB001) and Electrimation Shutoff Receiver (part number RF001). Nitrous cars are required to have properly installed and operational Electrimation Shutoff Receiver (part number RF001PS). The Electrimation Pro Mod Shutoff Controller Kit and Shutoff Receiver must be properly installed per the manufacturer's instructions. Modification or tampering with the Electrimation Pro Mod Shutoff Controller Kit and Shutoff Receiver prohibited. The Electrimation 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.

SECTION 6: E3 SPARK PLUGS NHRA PRO MOD DRAG RACING SERIES PRESENTED BY J&A SERVICE, DRIVER: 10, PROTECTIVE EQUIPMENT (Page 10) (10/9/2019)

Driver's suit meeting SFI Spec 3.2A/20, SFI Spec 3.3/20 gloves, and SFI Spec 3.3/20 boots mandatory for entries. An SFI 3.3 head sock or SFI 3.3 skirted helmet is required on all cars. Fresh-air breathing system mandatory. System must be manufactured and installed by the original helmet manufacturer or with written authorization of the original helmet manufacturer. Helmet must meet applicable SFI and/or Snell Specs with fresh air system installed. Compressed air only. Air must be supplied by constant pressure. See General Regulations 10:10.

SECTION 7B: TOP DRAGSTER, DRIVER:10, (Add before Credentials) ARM RESTRAINTS (Pag 6) (10/9/2019)

Mandatory. See General regulations 9:12.

SECTION 11B: FACTORY STOCK SHOWDOWN (New section after SECTION 11A: STOCK CARS) (Page 12) (10/9/2019)

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

DESIGNATION

Designation: FSS

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

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

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

Minimum weight for all 2019 Chevrolet COPO, and Ford Cobra Jet combinations 3,575 lbs.

Maximum weight on all combinations 3,600 lbs.

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

Permitted Combinations:

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

2017-2018 Camaro COPO 350

- 590 HP Supercharged 2.9L Whipple

2019 Camaro COPO 350

- 630 HP Supercharged 2.65L Magnuson
 - Upper supercharger pulley size: (3.580) inches

2015 Challenger Drag Pak 354

- 540 HP Supercharged 2.9L Whipple
 - Upper supercharger pulley size: (3.000) 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: (4.000) inches

2019 Mustang Cobra Jet 351

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

ENGINE:1

AIR INLET TUBE

Optional. If used, air inlet tube must be OEM automotive or retain OEM configuration. Air inlet tube may be cut or trimmed, epoxying prohibited. If using current engine combination in an older model year air inlet tube and must be approved by NHRA Technical Services before use.

CYLINDER HEADS

Must be correct casting number for year engine combination claimed, per NHRA Technical Bulletins and NHRA accepted. CNC porting of Intake runner, exhaust runner, and combustion chamber is permitted. Changing the configuration of the Combustion Chamber is prohibited. Welding, epoxying any part of the intake, 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 cylinder blocks permitted. Equipment other than original factory-installed prohibited. Engine must remain in stock location — height, setback, etc. Cylinder bores must not exceed .080-inch overstock. Bores are measured at top of cylinder where ring wear is not evident. 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. Cylinder blocks may be sleeved. O-ringing cylinder blocks are prohibited. Aftermarket SFI Spec 18.1 harmonic balancer mandatory. See General Regulations 1:2.

FUEL INJECTION

Electronic fuel injection permitted. 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. See NHRARacer.com: NHRA Accepted Products for approved fuel injection units.

GAS TANK

Fuel cell permitted; maximum capacity 5 gallons. Fuel cell must be located in the trunk area only, a firewall of minimum .032-inch aluminum or .024-inch steel must be installed to totally seal driver compartment from fuel cell.

OIL CONTAINMENT DEVICE

All vehicles must have a properly fitting lower engine oil containment device. See General Regulations 1:8.

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. If OEM throttle body(s) was equipped with electronic throttle control (i.e., drive by wire), the throttle body(s) may be adapted to mechanical throttle linkage if an aftermarket OEM-type electronic-fuel injection system is used.

SUPERCHARGERS

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

DRIVETRAIN:2

TRANSMISSION, AUTOMATIC

Any model transmission, same make as car, with a maximum of three forward speeds. Transmission case must be OEM or aftermarket OEM replica from a standard, automotive application as found in the Official NHRA Stock Car Classification Guide. Aftermarket case must meet SFI Spec. 4.1. NHRA-accepted adapter plates permitted. Modifications to shifting patterns are permitted, provided full shift pattern is retained. Full shift pattern must include park and reverse. Any gear change must occur as a result of an internal function of the transmission or from direct action by the driver. Shifting with the use of pneumatic, electric, hydraulic, etc. is prohibited. Lockup converters of any kind are prohibited. Wires for a trans brake, line lock, starting line enhancer (bump box), wheel speed, driveshaft speed or GPS signal to transmission prohibited. Deepened stock or aftermarket transmission oil pans permitted. Functional neutral safety switch mandatory. Transmission brake prohibited. Starting line staging devices are prohibited. Tailshaft modifications for bushing replacement, or NHRA-accepted aftermarket tailshaft permitted. Must be equipped with a transmission shield meeting SFI Spec 4.1. Any car running quicker than 9.99,

SFI 29.1 automatic transmission flexplate and SFI 30.1 flexplate shield mandatory. See General Regulations 2:12, 2:14

TRANSMISSION, MANUAL

Manual transmission prohibited.

BRAKES & SUSPENSION:3

SUSPENSION, FRONT

Must retain complete stock front suspension system as produced by manufacturer for body used, aftermarket tie rods with Heim joints permitted.

Travel limiters permitted. Sway bar optional. See General Regulations 3:4.

SUSPENSION, REAR

Must remain as produced by the OEM or NHRA accepted except for the following: Coils may be changed (clamped or spaced) as long as stock mounting points are maintained. Solid bushings in rear suspension permitted. Cars with rear coil springs may relocate the upper control arm at rear-end attachment point.

Rear trailing arms may be replaced with NHRA-accepted OEM-type aftermarket units. Aftermarket lower

unit must be non-adjustable and have bushed ends (no heims). Aftermarket upper unit may be adjustable and use heim ends instead of bushings. Sway

bar(s) optional. OEM or aftermarket torque arm permitted only on vehicles OEM-equipped with a

torque arm. OEM torque-arm attachment points at rear end must be retained.

See General Regulations 3:4.

FRAME:4

BUMPERS

Complete stock bumpers, guards, and braces (front and rear) mandatory,

consistent with make, model, year claimed. Energy absorbing apparatus may not

be removed. Rear bumper cover or valance only (i.e., not the bumper) may be

notched or slotted for clearance around wheelie bars. Opening maximum is to

allow for wheelie-bar movement only. Removal of rear bumper cover or trimming

rear bumper cover the full width of wheelie bar prohibited.

ROLL CAGE

Roll cage meeting SFI 25.5 is mandatory. See General Regulations 4:4, 4:11,

10:6.

WEIGHT

Maximum weight on all combinations 3,600 lbs

ELECTRICAL:8

IGNITION

Two-step permitted. Two-step must be foot-activated through brake pedal, or pressure switch. Hand release prohibited. All wiring associated with the ignition system must be fully visible, labeled, and traceable. See General Regulations 8:3.

MASTER CUTOFF

Mandatory. See General Regulations 8:4.

SUPPORT GROUP: 9

TOW VEHICLES

Tow vehicles prohibited.

DRIVER:10

HEAD AND NECK RESTRAINT DEVICE/SYSTEM

A head and neck restraint device/system meeting SFI 38.1 mandatory and must display a valid SFI label. 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 38.1 head and neck restraint device/system, including connecting the helmet as required for full functionality of the device. 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. Modification of the device is prohibited.

SECTION 14: TOP ALCOHOL DRAGSTER, BODY: 7, REAR WINGS & SUPPORTS (1st Paragraph) (Page 9) (10/9/2019)

All rear wing supports must meet SFI Spec 2.1. Wing configuration limited to one only, with maximum three elements. Combined total area of rear wing (total of all stages and/or elements) is restricted to 550 square inches minimum, 1,500 square inches maximum. Trailing edge of rear wing may not extend more than 50 inches behind centerline of rear axle. Maximum height of any wing as measured vertically from the trailing edge of wing to ground is 90 inches. Strut mounting points may not be forward of motor plate. No part of wing to be within 6 inches of rear tire. Any adjustment or movement during run prohibited. Pressurization of wing struts, up to a maximum of 200psi, permitted. Pressurization of wing struts prohibited.

SECTION 14: TOP ALCOHOL DRAGSTER, SUPPORT GROUP: 9, SHUTOFF DEVICE (Page 10) (10/9/2019)

Properly installed and operational Electrimotion Top Alcohol Dragster Shutoff Controller Kit (part number SB001TAD for blown applications, SB001AFD for injected nitro applications) and Electrimotion Shutoff Receiver (part number RF001) mandatory. The Electrimotion Top Alcohol Dragster Safety Shutoff Controller Kit must be properly installed per the manufacturer's instructions.

Modification of or tampering with the Electrimotion Top Alcohol Dragster Safety 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.

SECTION 15: TOP ALCOHOL FUNNY CAR, SUPPORT GROUP: 9, SHUTOFF DEVICE (Page 10) (10/9/2019)

Properly installed and operational Electrimotion Top Alcohol Funny Car Shutoff Controller Kit (part number SB001T AFC) and Electrimotion Shutoff Receiver (part number RF001) mandatory. The Electrimotion Top Alcohol Funny Car Safety Shutoff Controller Kit must be properly installed per the manufacturer's instructions. Modification of or tampering with the Electrimotion Top Alcohol Funny Car Safety 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.

SECTION 16: PRO STOCK MOTORCYCLE, DESIGNATION (Page 2) (10/9/2019)

DESIGNATION

PRO, preceded by motorcycle number.

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

Harley-Davidson (must be NHRA-accepted)
(up to 160 cid; 60-degree angle, 2-valve, pushrod) - ~~625~~ 640 pounds

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

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

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

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

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

NHRA reserves the right to adjust weights as performance dictates.

Once an engine is used in a motorcycle at an event, that engine cannot be used in another motorcycle for the duration of the event. Engine shall consist of engine cases, crankshaft, block, and cylinder heads. Cases and heads will be serialized or otherwise identified at each event.

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

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

SECTION 16: PRO STOCK MOTORCYCLE, ENGINE:1, INDUCTION ELECTRONIC FUEL INJECTION SYSTEM (Page 2) (10/9/2019)

Electronic fuel injection permitted. All electronic-fuel-injection systems must be NHRA-accepted. Only one fuel injector allowed per each cylinder. All inputs/outputs, sensors, transducers, and wiring related to the fuel-injection system and ignition system must be NHRA-accepted and used in an unaltered manner. Contact the NHRA Technical Department for an approved list of sensors, inputs/outputs, and wiring. A current list of NHRA-accepted electronic-fuel-injection systems and additional system clarification is available on NHRARacer.com. See General Regulations 9:1.

SECTION 17: PRO STOCK, BRAKES & SUSPENSION: 3, SUSPENSION (Page 5) (10/9/2019)

Full automobile production systems mandatory. On NHRA-accepted 4-link suspension systems, when quick-pins are used, pins must have an attachment to keep them from falling onto racing surface when not in use. Minimum 1 hydraulic shock absorber per wheel. One hydraulic damper, inerter, or damper inerter hybrid, required per wheel, for a maximum of four per vehicle. Fabricated units permitted. Rigid-mounted suspensions or straight front axles prohibited.

Active suspension of any kind prohibited. Any ability to make on-track setting/rate changes based on “real time” data or input from any source, including the shock/strut itself (i.e., magnetically charged fluid), is prohibited.

Electrically controlled, hydraulic shocks and/or struts are permitted, provided all adjustment settings/changes are preset before the run. Digressive spring devices prohibited on rear springs. All shocks systems must be NHRA-accepted. Only 1 three-wire shielded cable connection is permitted from the top of the shock/strut to the shock/strut controller. Electrical connections of any other kind to or from

the shock/strut prohibited. Shock/strut travel sensors permitted, but may ONLY be connected to the vehicle data recorder. Shock/strut control boxes that have connections for travel sensors must have the pin removed from the connector. Connection to serial port on control box prohibited once car reaches the ready line. All wiring must be visible and easily traceable for technical inspector. Control boxes must be NHRA-accepted. A current list of NHRA-accepted control boxes is available on NHRARacer.com. Shock/strut may have a maximum of three air lines connected to an air bottle. See General Regulations 3:4.

SECTION 17: PRO STOCK, INTERIOR:6, WINDOW NET (Page 7) (10/9/2019)

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

SECTION 17: PRO STOCK, BODY:7, BODY (1ST Paragraph) (Page 7) (10/9/2019)

Sports cars, sedan deliveries, trucks prohibited. NHRA-accepted composite body mandatory. Chopping, channeling, sectioning, or other alterations to contour, length, or width prohibited. Modification to NHRA-accepted body components prohibited, except for minor trimming to fit. Maximum front end overhang is 45 inches. All measurements must remain within the tolerances found on the NHRA Pro Stock Body Measurement Legend sheets. All cars must successfully pass NHRA body template inspection prior to competition. Contact NHRA Technical Services Department headquarters for body dimensions and available templates. NHRA approval required for all body styles regardless of manufacturer. All body mounts must be non-adjustable. 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.

SECTION 17: PRO STOCK, ELECTRICAL: 8, SYSTEM AIR PRESSURE SHUTOFF SWITCH (New section add after MASTER CUTOFF) (Page 10) (10/9/2019)

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

SECTION 17: PRO STOCK, SUPPORT GROUP: 9, SHUTOFF DEVICE (Page 11) (10/9/2019)

Properly installed and operational Electrimotion Pro Stock Shutoff Controller Kit (RF001PS) mandatory. The Electrimotion Pro Stock Shutoff Controller Kit must

be properly installed per the manufacturer's instructions. Modification or tampering with the Electrimotion Pro Stock 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.

SECTION 17: PRO STOCK, SUPPORT GROUP: 9, EVENT DATA RECORDER, (Page 10) (10/9/2019)

Properly installed and operational PRC Systems Event Data Recorder (part number EDR1.0 or EDR2.0) and PRC Systems Wire Assembly (part number WA1.0 or WA2.0) permitted mandatory. The PRC Systems Event Data Recorder and Wire Assembly should must be installed per the manufacturer's instructions. Modification of or tampering with the PRC Event Data Recorder and Wire Assembly prohibited.

SECTION 18: FUNNY CAR, DESIGNATION (1ST four paragraphs) (Page 1) (10/9/2019)

FC, preceded by car number.

Reserved for supercharged, fuel-burning Funny Cars built specifically for drag racing competition. Minimum weight at conclusion of run: 2,5852,600 pounds, including driver.

Any competitor who causes an oildown while participating at an NHRA Mello Yello 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. during 2019. 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. during 2019.

SECTION 18: FUNNY CAR, ENGINE: 1, ENGINE (Page 2) (10/9/2019)

Any internal-combustion, NHRA-accepted, reciprocating, 90-degree V-8, single-camshaft, automotive-type engine permitted. Multi and/or overhead cam configuration prohibited. Maximum 500 cid; maximum bore center spacing 4.800 inches; maximum cam centerline 5.400 inches, maximum two valves per cylinder. Only one cylinder-head design is acceptable:

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

Intake valve size maximum: 2.470 inches

Exhaust valve angle of 21 degrees, + or - 1 degree
Combined intake and exhaust valve size maximum: 4.395
Inches
Bore size: 4.1875 inches, +.004-inch
Cam Core Size: 60 mm maximum

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

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

**SECTION 18: FUNNY CAR, ENGINE: 1, OIL RETENTION DEVICE (Page 4)
(10/9/2019)**

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

**SECTION 18: FUNNY CAR, DRIVETRAIN: 2, CLUTCH, FLYWHEEL,
FLYWHEEL SHIELD (Page 5) (10/9/2019)**

Flywheel and clutch meeting SFI Spec 1.3 and flywheel shield meeting SFI Spec 6.2 mandatory. Maximum depth of flywheel shield: 9.4 inches (inside). Maximum six clutch discs permitted. Aluminum flywheels prohibited. Clutch exhaust filter mandatory. Refer to General Regulations 2:3, 2:5, 2:6, 2:7 and SFI Spec 10.45 for complete motor plate and bellhousing guidelines.

SECTION 18: FUNNY CAR, DRIVETRAIN: 2, REAR END (Page 6) (10/9/2019)

Rear-end gear ratio restricted to 3.20:1 only; may not be higher or lower. Aftermarket full-floating or live axle assembly mandatory. Steel axles mandatory, titanium or any other material prohibited. Periodic maintenance must be performed per manufacturer's requirements. Front-loading or pumpkin style rear end prohibited at all national events. See General Regulations 2:11. All hubs must be drive hub type and must mate with required drive-hub-type wheel.

SECTION 18: FUNNY CAR, FRAME: 4, GROUND CLEARANCE (Page 7) (10/9/2019)

Minimum 3 inches from front of car to 12 inches behind centerline of front axle, 2 inches for remainder of car, except oil pan and exhaust headers. See General Regulations 4:74.5.

SECTION 18: FUNNY CAR, INTERIOR: 6, FLOOR (New section add before SHEET METAL) (Page 9) (10/9/2019)

Subflooring, inside but independent of body, mandatory. Subflooring must not contain openings or gaps.

SECTION 18: FUNNY CAR, BODY:7, BODY, BURST PANEL (Page 10) (10/9/2019)

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

SECTION 18: FUNNY CAR, BODY: 7, BODY, FASTENERS AND STIFFENERS (Page 10) (10/9/2019)

All bolts and fasteners on body, windows, etc. must have button heads toward outside of body. All stiffeners must be placed on the inside of the body, whether on windows, spoiler, etc. ~~A minimum of 6 (3 per side) d~~ Doublers must be utilized on the all mounting tree attachment points located from the firewall forward, connecting the main saddle support structure to the body forward of the 'A' pillar. The 6 mounting tree attachment points do not include attachment to the front latching system. The framing must be a permanent fixture, with the exception of vertical mounts, which can be adjustable for necessary vertical body positioning.

SECTION 18: FUNNY CAR, BODY: 7, BODY, FLAME-RETARDANT COVERING (Page 11) (10/9/2019)

Underside of body, including any roof area ~~and all the composite components such as timer boxes, etc.~~ must be covered with SFI Spec 54.1 flame-retardant covering or coating. Must be applied according to the manufacturer's specifications and recommendations, ~~and must be applied externally.~~

SECTION 18: FUNNY CAR, BODY: 7, BODY, FLAME-RETARDANT COVERING (Page 11) (10/9/2019)

Bodies must be removable from a rear-release mechanism that must be accessible in the taillight panel area. The rear-release mechanism must be the pin-and-cable type with capability to remove body ~~without by~~ pulling pin. Pin must be 3/8 inch diameter minimum. The mechanism must be unobstructed and easily visible and not located within 3 inches of any other opening. Release handle must be colored red and of T-handle design with a minimum measurement of 3 inches in length. Rear saddle must be closed design, preventing pin from coming out of saddle without pulling pin. Contact NHRA Technical Services Department for acceptable design, operation, and installation.

SECTION 18: FUNNY CAR, BODY: 7, BODY, FIREWALL DASH (Page 11) (10/9/2019)

Must be aluminum or steel; magnesium prohibited. Dash may be minimum .040-inch aluminum, firewall minimum .050-inch aluminum. Dash/firewall overlap seam must use a double row of screws, staggered, on maximum 2-inch centers. Minimum fastener requirements are 8-32 screws, aluminum nuts, and 3/4-inch-diameter x 1/8-inch-thick billet washers. Distance from center of hole to edge of panel, 3/4-inch minimum. Distance from top of bellhousing shroud cutout to "V" of firewall, 6 inches minimum. Minimum .050-inch doubler plate permitted. One-piece, .050-inch dash/firewall permitted.

Portion of the firewall between skin of the body and the chassis can be no higher than 15 inches, as measured from the bottom of the rocker panel to the bottom of the firewall. Vertical portion of the firewall must be within +/- 1 degree of the motor plate angle. Forward coving (radius lip that goes forward) is prohibited.

If the bottom of the firewall has a rearward facing radius of 5 inches or more, a 1/2-inch tall by 4 inches deep diffuser must run the full length of the radius and be installed not more than 1 inch from the apex of the initial radius. The rear break point of the lower radius cannot exceed 12 inches from the vertical portion of the firewall.

Firewall must be equipped with fire windows measuring no greater than 25 square inches on either side of firewall in vicinity of valve covers to warn driver of fire. Laminated safety glass or fire-resistant plastics such as Lexan or Plex 70 mandatory.

Doghouse fire shielding in driver compartment mandatory, ~~if carbon fiber, must be covered with SFI Spec 54.1 flame-retardant covering or coating.~~ Must seal to

clutch cover and to top frameraills. Trailing edge of shield should extend to base of steering wheel and angle toward top of roll cage. Must be mounted with minimum 4 self-locking fasteners (2 on each side). Minimum material: .040-inch aluminum, .024-inch steel or titanium. Hinged top optional.

SECTION 18: FUNNY CAR, BODY: 7, BODY, SPOILERS (Page 12)
(10/9/2019)

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

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

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

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

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

Spoiler may be constructed of composite material, but spill plates must be made of minimum .080-inch magnesium H24 alloy, .090-inch 6061 aluminum, or .150-inch carbon fiber. Any carbon-fiber spill plates must be NHRA-accepted prior to use. Spill plates shall be attached to the body with minimum 8-32 steel screws

and aluminum nuts. An aluminum backup washer must be used on the underside of the body, minimum .028-inch thick and 3/4-inch diameter. ~~Spill plates shall be connected by at least one 1/16-inch stainless steel cable looped through a minimum 10-32 (AN42) eyebolt using the proper thimble (AN100) for the size cable used, and crimped with a copper nico press sleeve (cable specs: 7 x 7 strand core, 480-pound breaking strength to Mil Spec Mil-W- 83420) and one pair of the same specified cables attaching to the deck of the body.~~ Spill plate must be attached to the body by aluminum nuts. Minimum one 5/16-inch x .035-inch 4130 center wing strut shall be fastened, one end to the body deck, the other to the spoiler, and located in the center of the spoiler width-wise. The attachment bracket on the body to be minimum .063-inch steel secured to the body deck with two 10-32 or three 8-32 steel screws with aluminum nuts. A .028-inch-minimum steel backup doubler must be used under the body to attach the wing strut bracket: 2-inch x 2-inch minimum size.

SECTION 18: FUNNY CAR, ELECTRICAL: 8, IGNITION SYSTEMS (Page 14) (10/9/2019)

The use of ignition systems and/or components is limited to those that have been NHRA-accepted for competition. The ~~MSD 89712 Pro Mag Digital Retard Control and MSD 7570 Graphic Editor or~~ MSD 8771 ~~are~~ is the only accepted units for NHRA competition.

Any ignition system and/or components other than those specified must be NHRA-accepted prior to usage. 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. Maximum two spark plugs per cylinder. Spark plug tubes are mandatory, and they must be made of stainless steel or aluminum. Removable or pin-type timing pointers prohibited.

SECTION 18: FUNNY CAR, ELECTRICAL: 8, ENGINE RPM CONTROLLER (Page 14) (10/9/2019)

Use of MSD ~~89712 or~~ 8771 mandatory. Only latest approved firmware permitted.

SECTION 18: FUNNY CAR, ELECTRICAL: 8, SYSTEM AIR PRESSURE SHUTOFF SWITCH (Add after MAGNETOS) (Page 14) (10/9/2019)

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

SECTION 18: FUNNY CAR, SUPPORT GROUP: 9, EVENT DATA RECORDER, (Page 14) (10/9/2019)

Properly installed and operational PRC Systems Event Data Recorder (part number EDR1.0 or EDR2.0) and PRC Systems Wire Assembly (part number WA1.0 or WA2.0) ~~permitted~~ **mandatory**. The PRC Systems Event Data Recorder and Wire Assembly ~~should~~ **must** be installed per the manufacturer's instructions. ~~Modification of or tampering with the PRC Event Data Recorder and Wire Assembly prohibited.~~

SECTION 19: TOP FUEL, DESIGNATION (Page 1) (10/9/2019)

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: ~~2,330~~ **2,340** pounds, including driver.

Any competitor who causes an oildown while participating at an NHRA Mello Yello 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. ~~during 2019.~~ 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. ~~during 2019.~~

SECTION 19: TOP FUEL, ENGINE: 1, ENGINE (1st Paragraph) (Page 2) (10/9/2019)

Any NHRA-accepted, reciprocating, 90-degree V-8, single camshaft, automotive-type engine permitted. Multi-valve and/or overhead-cam engines prohibited. Maximum 500 cid; maximum bore center spacing 4.800 inches; maximum cam centerline 5.400 inches, maximum two valves per cylinder. Only one cylinder-head design is acceptable:

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

Intake valve size maximum: 2.470 inches

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

Combined intake and exhaust valve size maximum: 4.395 inches

Bore size: 4.1875 inches, +.004-inch

Cam Core Size (measured in block): 60 mm maximum

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

Dry-sump oil system permitted. Dry-sump tank must be mounted inside framerails. Engine must be equipped with an NHRA-accepted SFI Spec 7.1 lower engine ballistic/restraint flexible type device and SFI Spec 14.4 valve cover blanket. End rail at rear of motor must be covered with ballistic material. A positive method (flange, lip, etc.) must be attached to the intake manifold or engine block to retain both the front and rear manifold to block gasket(s). The flange/lip must extend past the surface of the gasket and be contoured to closely fit the block and manifold surfaces to prevent the gasket from extruding. An inner diaper, Taylor part number 002-ID-TF, NitroSew part number 4028, or DJ Safety part number 750500.wet mandatory. Carbon fiber/composite oil pan prohibited.

**SECTION 19: TOP FUEL, ENGINE: 1, EXHAUST SYSTEM (Page 3)
(10/9/2019)**

Exhaust must be directed to rear, away from driver. Maximum header pipe O.D. 2.75 inches. O.D. and I.D. must remain constant to the exit of the header. Maximum header pipe length cannot exceed 16 inches measured from the top framerail.

SECTION 19: TOP FUEL, ENGINE: 1, PAN PRESSURE SHUTOFF SYSTEM (Page 5) (10/9/2019)

An Electrimotion Pan Pressure Shutoff System Kit (part number PK 01) or an Electrimotion Pan PSI Kit (part number PS 15) connected directly to the mandatory Electrimotion Top Fuel Safety Shutoff Controller Kit (part number SB001TF, SB002 ~~FGTF~~, or CM3.0) is mandatory on all cars. All of these components must be properly installed per the manufacturer's instructions and fully operational. Maximum setting for the pan pressure switch is 9 PSI. Any attempt to circumvent the function of any of these devices is strictly prohibited.

SECTION 19: TOP FUEL, DRIVETRAIN: 2, REAR END (Page 6) (10/9/2019)

Rear-end gear ratio restricted to 3.20:1 only; may not be higher or lower. Aftermarket full-floating or live axle assembly mandatory. Steel axles mandatory. titanium or any other material prohibited. Periodic maintenance must be performed per manufacturer's requirements. Front-loading or pumpkin style rear end prohibited at all national events. See General Regulations 2:11. All hubs must be drive hub type and must mate with required drive-hub-type wheel.

SECTION 19: TOP FUEL, BRAKES & SUSPENSION: 3, WHEELIE BARS (Page 7) (10/9/2019)

Mandatory; must be functional. Steel and titanium wheelie bars permitted, carbon fiber prohibited. Wheels must be nonmetallic. Maximum height 4 inches. Measured from racing surface to bottom of wheels. See General Regulations 3:6.

**SECTION 19: TOP FUEL, FRAME: 4, GROUND CLEARANCE (Page 8)
(10/9/2019)**

Minimum 3 inches from front of car to 12 inches behind centerline of front axle, 2 inches for remainder of car, except oil pan. See General Regulations 4.5.

**SECTION 19: TOP FUEL, ELECTRICAL: 8, IGNITION SYSTEMS (Page 12)
(10/9/2019)**

The use of ignition systems and/or components is limited to those that have been NHRA-accepted for competition. The ~~MSD 89712 Pro Mag Digital Retard Control and MSD 7570 Graphic Editor or~~ MSD 8771 ~~are is~~ the only accepted units for NHRA competition. Any ignition system and/or components other than those specified must be NHRA-accepted prior to usage. 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. Maximum two spark plugs per cylinder. Spark plug tubes are mandatory, and they must be made of stainless steel or aluminum. Removable or pin-type timing pointers prohibited.

**SECTION 19: TOP FUEL, ELECTRICAL: 8, ENGINE RPM CONTROLLER
(Page 12) (10/9/2019)**

Use of MSD ~~89712 or~~ 8771 mandatory. Only latest approved firmware permitted.

SECTION 19: TOP FUEL, ELECTRICAL: 8, SYSTEM AIR PRESSURE SHUTOFF SWITCH (Add after MAGNETOS) (Page 13) (10/9/2019)

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

**SECTION 19: TOP FUEL, SUPPORT GROUP: 9, EVENT DATA RECORDER,
(Page 13) (10/9/2019)**

Properly installed and operational PRC Systems Event Data Recorder (part number EDR1.0 or EDR2.0) and PRC Systems Wire Assembly (part number WA1.0 or WA2.0) ~~permitted mandatory~~. The PRC Systems Event Data Recorder and Wire Assembly ~~should must~~ be installed per the manufacturer's instructions. ~~Modification of or tampering with the PRC Event Data Recorder and Wire Assembly prohibited.~~

**SECTION 19: TOP FUEL, SUPPORT GROUP:9, SHUTOFF DEVICE (Page 13)
(10/9/2019)**

Properly installed and operational Electrimotion ~~Funny-Car Top Fuel~~ Safety Shutoff Controller Kit (part number SB001 ~~FGTF~~, SB002 ~~FGTF~~, or CM3.0) and Electrimotion Shutoff Receiver (part number RF001) mandatory. The Electrimotion ~~Funny-Car Top Fuel~~ Safety Shutoff Controller Kit must be installed per the manufacturer's instructions. Modification of or tampering with the Electrimotion ~~Funny-Car Top Fuel~~ Safety Shutoff Controller Kit prohibited. The

activation of the system override switch by any means other than parachute deployment is 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.

SECTION 21: GENERAL REGULATIONS, ENGINE:1, 1:7 LIQUID OVERFLOW (Page 8) (10/9/2019)

All cars in competition with any type of water overflow capable of spilling water must have a catch can or degas tank to accumulate the excess liquids and prevent leaking onto the track. Minimum catch can capacity: 1 pint. Catch can must be securely fastened; i.e., bolted, clamped. Overflow may be routed into headers on cars that are supercharged or burn nitromethane or alcohol.

SECTION 21: GENERAL REGULATIONS, SUPPORT GROUP:9, 9:2 DATA RECORDERS (Page 38) (10/9/2019)

Data recorders may be used (per Class Requirements) to record functions of a vehicle so long as they do not activate any function on the vehicle. All data recorders manufactured after Jan. 1, 2006, must be NHRA-accepted. A current list of NHRA-accepted data recorders is available on NHRARacer.com. Fifth-wheel sensing devices prohibited on all vehicles (includes wheelie-bar wheels). All lines sensing flow, pressure, etc. of fuel or oil must be metallic or steel braided. Ride height sensors prohibited unless specifically permitted by Class Requirements. Cylinder pressure sensors prohibited in all classes.

Any device (mechanical, hydraulic, pneumatic, electrical, optical, etc.) other than OEM-type that assists in determining track location of the competitor's own vehicle or opponent's vehicle is prohibited. Only OEM-style mirrors, mounted in conventional fashion, permitted.

For non-OEM data recorder applications, the transmission or display of any vehicle performance data (e.g., wheel speed, driveshaft speed, vehicle acceleration, etc.) gathered or processed by the data recorder, to the driver or any remote location, during the run, is prohibited. This data may be reviewed (printout, replay, etc.) only after the run. Discovery of a device that displays, indicates, or transmits "on track," "track location," or "elapsed time"-type data will be grounds for immediate disqualification from the event, loss of all NHRA Mello Yello Drag Racing Series or Lucas Oil Drag Racing Series points for the season, and suspension from all NHRA Championship Drag Racing events for remainder of season. Additional penalties may be imposed at the discretion of NHRA. Devices may be removed at any time at the discretion of the NHRA Technical Department.

**SECTION 21: GENERAL REGULATIONS, DRIVER:10, 10:9 OCCUPANTS
(Page 45) (10/9/2019)**

No more than one person is permitted in any car during any run, except one co-driver permitted in 14-second (*8.60) and slower E.T. cars; co-driver must be a minimum of 16 years old (except for a valid NHRA Jr. Street program license applicant participating in optional orientation passes). All occupants of tow vehicles must be inside of car or pickup in a seated position while tow vehicle is in operation. Anytime a car is started, whether in the pits, staging lanes, with self-starter, or anywhere else on the race facility, a competent driver must be in the driver's seat unless coupler or driveline is removed. Noncompliance is grounds for disqualification from the event.

SECTION 22: CHARTS AND FORMULAS, SFI SPECIFICATIONS (Page 2)

SFI SPEC	DESCRIPTION	EXPIRATION PERIOD
14.5	Manifold Blankets	2 years
15.1	Rear-Drive Wheels, TAD, TAFC, Pro-Mod , PS	
15.2	Front Wheels	2 years
45.1	Roll-Bar/Cage Padding	
<u>45.2</u>	<u>Roll-Bar/Cage Padding</u>	
49.1	Top Fuel Rear Assembly	1 year
49.2	Top Fuel Front Wing Assembly	1 year
54.1	Nonflamamble, Thermal Barrier/Fire Extinguishing Coating	<u>1 year</u>