

2013 TO 2014 NHRA RULE AMENDMENTS

(THESE RULE AMENDMENTS COVER RULE CHANGES MADE FROM THE END OF THE 2013 SEASON UNTIL THE BEGINNING OF THE 2014 SEASON)

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INTRODUCTION (Page i)

In its ~~62nd~~ 63rd year of existence, NHRA continues to offer an unequaled 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 competitors from age 8 on up.

The Top Fuel ~~dragsters~~, Funny Cars, Pro Stock cars, and Pro Stock Motorcycles share top billing in the sport's NHRA Mello Yello Drag Racing Series. The Mello Yello 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 myriad 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 a 10- race NHRA Pro Mod Drag Racing Series schedule showcased at 10 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 5,000 events are conducted annually at approximately 130 NHRA member tracks throughout the United States and Canada. About 80 percent of total entries at these events are E.T. racers. And NHRA Drags: Street Legal Style presented by AAA lets almost anyone take almost any street vehicle out to a local track for a thrilling taste of the strip.

The Summit Racing NHRA Jr. Drag Racing League for NHRA's youngest competitors is based on half-scale dragsters and a single-cylinder engine. The class is open to youth 8 to 17 and is conducted ~~who compete~~ at most NHRA member tracks.

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.

NATIONAL HOT ROD ASSOCIATION - A member of ACCUS-FIA

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INTRODUCTION, NHRA MELLO YELLO DRAG RACING SERIES (Page ix)

The NHRA Mello Yello Drag Racing Series brings the quickest form of motorsports to 21 markets in the United States each season, showcasing competition in the categories of Top Fuel, Funny Car, and Pro Stock at all events and Pro Stock Motorcycle at a select number.

Professional drivers and teams present 8,000-horsepower, nitromethane-burning cars as well as the quickest Pro Stock cars and motorcycles with an ever-growing fan base watching the action.

Top Fuelers ~~Dragsters~~, the "kings of the sport," and Funny Cars use 500- cid, nitromethane-burning engines that produce 8,000 horsepower. The 300-inch-wheelbase Top Fueler is quicker than the Funny Car, which is less than half as long and has a carbon-fiber- replica production-car body. The fire and thunder they produce create a sensory experience unequaled in all of motorsports, one that must be seen and heard to be believed.

Pro Stockers ~~cars~~ more closely resemble production vehicles but are nonetheless highly sophisticated race cars. With basically stock body contours and minimal aerodynamic aids, they record elapsed times of less than seven seconds at more than 200 mph using an engine of 500 cid, spec racing gasoline, and just two carburetors. The competition in Pro Stock is some of the closest in motorsports; races are often decided by just a few thousandths of a second.

Pro Stock Motorcycle is the two-wheeled 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 mph. To get a close look at these machines and the people who race them, visit one of the NHRA Mello Yello Drag Racing Series events listed on page v or on NHRA.com.

INTRODUCTION, NHRA LUCAS OIL DRAG RACING SERIES (Page x)

Many of the future stars of NHRA Championship Drag Racing develop their skills in the NHRA Lucas Oil Drag Racing Series. The premier Sportsman racing program in motorsports, the NHRA Lucas Oil Drag Racing Series showcases competition in eight categories, highlighted by the 260-mph Top Alcohol Dragsters and Top Alcohol Funny Cars, as well as Comp, Super Stock, Stock, Super Comp, Super Gas, and Super Street. Racers compete for national, regional, and divisional championships and a share of the more than ~~$519,000~~ half a million dollars in prize money.

In seven geographic regions of North America, more than 40,000 licensed racers can score points toward divisional, regional, and national championships at a select number of events. Drivers in the alcohol classes earn points toward regional titles, and drivers in the remaining classes run for divisional titles. The season runs from February through November.

Run in conjunction with the NHRA Lucas Oil Drag Racing Series is a popular program for each division's best racers: the JEGS Allstars. Drivers score points at divisional races toward qualifying for the Allstars tournament, held at the O'Reilly Auto Parts Route 66 NHRA Nationals at Route 66 Raceway in June. Boasting a $119,000 purse, the JEGS Allstars is one of the most lucrative single-day events in Sportsman racing.

For the location of the nearest racetrack hosting an NHRA Lucas Oil Drag Racing Series event, ~~call NHRA headquarters, 626-914-4761~~ log on to NHRARacer.com or call your local division office. An up-to-date listing is also published in *National Dragster*, the publication of NHRA, and on NHRA.com. *National Dragster* is sold at leading performance retailers across the nation. To find a dealer in your area, log on to NHRA.com/features/dealers.aspx. For a sample issue, send $4 to National Dragster, Dept. RB, P.O. Box 5555, Glendora, CA 91740-0950.

INTRODUCTION, NHRA PRO MOD DRAG RACING SERIES (Page xi)

The NHRA Pro Mod Drag Racing Series, introduced in 2010 ~~and subject to continuing sponsorship~~, features supercharged or turbocharged, methanol-burning or nitrous-oxide-injected, gasoline-burning full-bodied cars. The existence of the NHRA Pro Mod Series is dependent upon sponsorship funding.

With body styles ranging from '41 Willys to '53 Corvettes, '57 Chevys to '70 'Cudas, and first-generation Camaros and Firebirds to profiles as racy as the latest Ford Mustang and Dodge Viper along with show-quality themed paint jobs, Pro Mods were crowd-pleasers at NHRA events for several years as an exhibition. With huge slicks at the rear and superchargers poking through the hoods, there's no doubt that these cars are a whole lot more than souped-up classics

INTRODUCTION, NHRA SUMMIT RACING SERIES (Page xii)

The NHRA Summit Racing Series that is contested across North America forms the world's largest motorsports program in terms of racer participation. Participating NHRA member tracks across North America host regularly scheduled events and award points. At the end of the season, each track selects a team of racers from among its top points finishers to represent the track in a divisional Summit Racing Series Finals. Competitors — running in different categories based on performance — race until a champion is crowned in each category. Points totals also are tallied for team honors.

Division champions in Super Pro, Pro, Sportsman, and Motorcycle are eligible to compete at the season-ending Auto~~mobile~~ Club ~~of Southern California~~ NHRA Finals in Pomona, Calif., to determine a national champion. In addition to the lucrative Summit prize fund, many manufacturers post contingency awards, making the final payouts indeed worthy of the caliber of racing.

Run in conjunction with the NHRA Summit Racing Series is a popular program for high school students. Each participating track holds special High School eliminators, and a student is selected to represent the track at the NHRA Summit Racing Series Finals in each division.

A breakdown of rules regarding construction and preparation of vehicles for Summit Racing Series competition is in Section 4 of this Rulebook. Novice racers are invited to ask for advice in getting started in the sport. To do that and to find the location of the nearest racetrack, call NHRA headquarters, 626-914-4761, or your local NHRA division office (listed on page iv). NHRA Membership and an active NHRA competition number are required to compete in the NHRA Summit Racing Series. An up-to-date listing of member tracks is also published in *National Dragster*, the publication of NHRA, and on NHRA.com. *National Dragster* is sold at leading performance retailers across the nation. To find a dealer in your area, log on to NHRA.com/features/dealers.aspx. For a sample issue, send $4 to National Dragster, Dept. RB, P.O. Box 5555, Glendora, CA 91740-0950.

INTRODUCTION, NHRA SUMMIT RACING JR. DRAG RACING LEAGUE (Page xiii)

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

In this family-oriented program, kids can begin preparing for a career or hobby in drag racing long before they can even obtain a state driver's license.

Formed in 1992, the Jr. Drag Racing League is a multifaceted program designed to afford youth ages 8 to 17 the opportunity to race against their peers in near-replica models of the cars the Pros drive. NHRA Jr. drag racers are restricted to competition in half-scale rear-engine dragsters over a maximum distance of an eighth-mile. Racers are permitted a single-cylinder, four-cycle, NHRA-accepted engine. However, because racing is conducted in an elapsed-time, dial-your-own format (similar to E.T. handicap) or with a preset index on a heads-up, breakout basis (similar to Super Comp and Super Gas), engine modifications are allowed. Racing gasoline or methanol may be used as a fuel.

Drivers 8 to 9 years old are restricted to eighth-mile elapsed times of 12.90 seconds or slower. Drivers 10 to 12 years old are held to eighth-mile elapsed times of 8.90 seconds or slower. Drivers 13 to 17 may run as quick as 7.90 in the eighth-mile. During the summer, Jr. drag racers who have qualified in local competition at NHRA member tracks around the country travel to one of two NHRA Jr. Drag Racing League Conference Finals. There, drivers compete for an Eastern or Western Conference title
in eight age brackets.

The NHRA Summit Racing Jr. Drag Racing League Rulebook contains complete rules for construction of a Jr. Dragster. Membership in the NHRA Summit Racing Jr. Drag Racing League is required to race a Jr. Dragster. To purchase a print copy of the NHRA Summit Racing Jr. Drag Racing League Rulebook, log on to NHRAStore.com or call 800-308-6472. For information about the NHRA Summit Racing Jr. Drag Racing League and to read *Jr. Dragster* magazine, log on to JrDragster.NHRA.com.

SECTION 1: ADMINISTRATIVE PROCEDURES & APPEALS, 1.3: VOLUNTARUNESS; PARTICIPATION NOT A RIGHT; ALL PARTICIPANTS BOUND BY THE RULEBOOK; PARTICIPANT CONDUCT; COVENANT NOT TO SUE, 1.3.1 Participant Conduct (Page 4)

Participants at events are expected, at all times, to conduct themselves in a professional and non-disruptive manner consistent with good sportsmanship and NHRA's role as a family-oriented sports organization with events suitable for attendance by all and, as to those events that are televised, suitable for unrestricted viewing by the general public. Any participant who, in the sole and absolute judgment of NHRA (1) verbally or physically threatens another person; (2) uses vulgar or derogatory language; (3) engages in unsportsmanlike conduct; (4) engages in conduct detrimental to the sport of racing; (5) otherwise creates a condition or circumstance that is unsafe, unfair, or out of order; (6) is not honest and truthful in his or her dealings with NHRA, including without limitation making a false statement or creating, submitting or using a false writing or document; or (~~6~~7) otherwise violates any NHRA rule, regulation or agreement, shall have violated this rule regarding participant conduct.

Any participant who NHRA believes to have a conflict of interest that does or may improperly affect fair competition shall be disqualified from participating to the extent necessary to avoid such conflict of interest. The scope of such a disqualification shall be determined in the sole and absolute discretion of NHRA.

SECTION 1: ADMINISTRATIVE PROCEDURES & APPEALS, 1.7: SUBSTANCE ABUSE POLICY, 1. Testing and Administration (Page 14)

a. NHRA has selected IEBT as the Independent Drug Program Administrator ("IDPA") to implement and administer the Substance Abuse Policy.
b. IEBT, Independent Drug Program Administrator, may be reached at 800-628-5106.
c. If and to the extent deemed applicable by the IDPA, and if and to the extent not in conflict with NHRA's policy, United States Department of Transportation (DOT) guidelines shall be used for administration of the Substance Abuse Policy. In the event of a conflict between NHRA policy and DOT guidelines, NHRA policy shall control. For example, as to the time period allotted in which to provide an adequate sample, NHRA policy controls over DOT guidelines.
d. All specimen testing will be conducted at a facility or facilities selected by the IDPA.
e. All specimens once collected shall be deemed the property of NHRA.
f. All testing (including without limitation sample collection) shall be conducted according to testing methodologies that are in accordance with DOT guidelines.
g. All testing hereunder shall be by whatever means are selected by the IDPA. The type of test to be used is determined by the IDPA. Possible types of tests may include urine, blood, breath, saliva and/or hair testing.

Determination whether there is a valid medical explanation for a laboratory result shall be made by the Medical Review Officer ("MRO") designated by the IDPA. If contacted by the IDPA and/or MRO and/or NHRA's Supervisor of Medical Affairs, the participant must respond within 72 hours. If requested, approval of acceptable prescription and over the counter medications will be determined by NHRA's Supervisor of Medical Affairs.

SECTION 1: ADMINISTRATIVE PROCEDURES & APPEALS, 1.7: SUBSTANCE ABUSE POLICY, 6. Release of Information (Page 15)

NHRA may release, disclose, publish or otherwise disseminate the results of any substance abuse test performed under this policy, any details pertaining to the violation of this policy, the circumstances giving rise to testing, and any medical information, conclusions, and interpretations related to such test results or the performance of such tests. NHRA may share such information with law enforcement officials in NHRA's sole and absolute discretion regardless of whether legal process has been issued. No party shall have any claim or cause of action of any kind against NHRA or anyone else with respect to any such release of information.

SECTION 1: ADMINISTRATIVE PROCEDURES & APPEALS, 1.8: RULE ENFORCEMENT; REVIEW AND APPEALS; EXCLUSIVE MECHANISM FOR DISPUTE RESOLUTION, 1.8.2.2 COMPLIANCE AND PUBLICATION (Page 19)

Except during the pendency of a stay as provided in Section 1.8.2.1 above, if a participant is required to pay a fine or take any remedial action, the participant may be suspended from NHRA events and/or NHRA member track events until the fine is paid or the remedial action taken. Failure to pay fines or take remedial action in a timely fashion may result in additional action being taken by NHRA. NHRA may deduct fines owed by the participant to NHRA from any prize money owed to a participant.

NHRA at all times may publish in *National Dragster* and on NHRA.com, NHRARacer.com, or anywhere else, information regarding all or part of any Statement of Action Against Participant, including without limitation suspension, disqualification, expulsion and/or fines, and all related items including appeals and results of appeals. Publication may occur whether or not an appeal may be or has been filed. NHRA may share such information with law enforcement officials in NHRA's sole and absolute discretion regardless of whether legal process has been issued. Participants agree that they shall not initiate any legal action against NHRA as a result of any such publication or release of information.

SECTION 1: ADMINISTRATIVE PROCEDURES & APPEALS, 1.8: RULE ENFORCEMENT; REVIEW AND APPEALS; EXCLUSIVE MECHANISM FOR DISPUTE RESOLUTION, 1.9 PUBLICITY 2ND Paragraph (Page 24)

AS AN EXCEPTION to the foregoing rule for 2013~~3~~4, NHRA is ~~instituting~~ continuing a pilot program for social media use of certain video images captured at events. The rule is below. Strict compliance required. Noncompliance subject to all available remedies including any penalty available under the Rulebook.

SECTION 1: ADMINISTRATIVE PROCEDURES & APPEALS, 1.8: RULE ENFORCEMENT; REVIEW AND APPEALS; EXCLUSIVE MECHANISM FOR DISPUTE RESOLUTION, 1.9 PUBLICITY, Team Requirements (Page 25)

• Must be a professional team competing in 2013~~3~~4 NHRA Mello Yello events (defined in this rule as "Team"). Applies at NHRA Mello Yello events only.
• No rights are granted for any other type of team or event.

SECTION 2: RACE PROCEDURES, NHRA COMPETITION NUMBERS (Page 1)

All contestants are required to display a permanent driver number at all NHRA Mello Yello Drag Racing Series national events, NHRA Lucas Oil Drag Racing Series divisional events, NHRA National Open events, and divisional NHRA Summit Racing Series Finals. Numbers are issued to drivers only and are available from NHRA. Racers must have a separate number for each eliminator category. In recognition of their 201~~2~~3 performance, all NHRA Mello Yello Drag Racing Series world champions, top 10 Mello Yello points earners, and all NHRA

Lucas Oil Drag Racing Series champions will receive special numbers for the 20134 season. Special two-digit "lifetime" permanent numbers are available for Mello Yello-category contestants only; contact the NHRA Competition Department for fees and other details.

SECTION 2: RACE PROCEDURES, BURNOUTS, 2ND Paragraph (Page 1)

At national events, Top Fuel, Funny Car, Pro Stock, Pro Stock Motorcycle, Pro Mod, Top Alcohol Dragster, Top Alcohol Funny Car, Comp, Super Comp, Top Dragster, and Top Sportsman drivers are allowed one burnout across the starting line under power. Length and time duration must be reasonable and in concert with the opponent's procedures. Super Stock, Stock, Super Gas, and Super Street drivers may not cross the starting line on any burnout; stationary burnout limit is five seconds. Divisional event burnout limitations are at the discretion of the event director.

SECTION 2: RACE PROCEDURES, STAGING, 5th Paragraph (Page 2)

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, 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 (~~Pro classes,~~ TF,FC,PS,PSM, PM, TAD, TAFC, 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. THE FINAL STAGING MOTION, USING APPLIED POWER, MUST BE IN A FORWARD MOTION, GOING FROM PRE-STAGE TO STAGE POSITION (this procedure does not apply to motorcycles).

SECTION 2: RACE PROCEDURES, QUALIFYING, 2nd Paragraph (Page 2)

All qualifiers in Top Fuel, Funny Car, Pro Stock, Pro Stock Motorcycle, Pro Mod, Top Alcohol Dragster, Top Alcohol Funny Car, Comp, Super Stock, Stock, Top Dragster, and Top Sportsman must have a valid elapsed time recorded to be placed into eliminator competition. If conditions should curtail scheduled qualifying attempts and the field is under the specified field size in Comp, Super Stock, Stock, Top Dragster, or Top Sportsman categories, the event director has the option of placing nonqualified entrants into the field.

SECTION 2: RACE PROCEDURES, COMPETITION INDEX, 3rd Paragraph (Page 5)

Any contestant who runs -.610 or greater in official eliminations will cause his or her respective class index to be permanently adjusted by an increment equal to the second decimal of the infraction, ~~to a maximum of .10-second,~~ immediately

following the event. The CIC adjustment will be conducted with ~~two~~ one plateau~~s~~ and will follow the chart below:

Runs Under	Adjustment	Runs Under	Adjustment
.60	.00	.71	.06
.61	.01	.72	.07
.62	.02	.73	.08
.63	.03	.74	.09
.64	.04	.75	.10
.65-.70	.05	.76-greater	.1~~0~~1 + .01 for each .01 under

Examples: The adjustments for runs .610 through .649 under will continue to increase in .01-second increments. From .650 to .709 under, the adjustments will be at a fixed plateau of .05-second. From .710 ~~through .749 under, the scale will again increase in .01-second increments. For runs .750 under and greater, the maximum cap will be fixed at a plateau of .10-second.~~and under, the index will be adjusted .01 for every .01 under the index; e.g., a run -0.778 under will be adjusted by .12-second.

SECTION 2: RACE PROCEDURES, COMPETITION INDEX, After 7th Paragraph (Page 6)

Note: for more information on mineshaft conditions and year end CIC reviews, visit NHRARacer.com.

SECTION 2: RACE PROCEDURES, LANE CHOICE, 1st Paragraph (Page 6)

In the ~~Mello Yello,~~ Top Fuel, Funny Car, Pro Stock, Pro Stock Motorcycle, Top Alcohol Dragster/Funny Car, ~~and~~ Pro Mod, Top Sportsman, and Top Dragster categories, lane choice is determined by elapsed times. The racer with the better qualifying e.t. gets first-round lane choice, and in subsequent rounds, lane choice goes to the racer with the lowest e.t. in the previous round.

SECTION 2: RACE PROCEDURES, ALTERNATES, NHRA MELLO YELLO DRAG RACING SERIES, 4th Paragraph (Page 7)

The NHRA policy concerning the use of alternates in Mello Yello categories at national events does not apply to the following specialty races: NHRA Traxxas Nitro Shootout and K&N Horsepower Challenge.

SECTION 3: POINTS AND RELATED PROGRAMS, MELLO YELLOW DRAG RACING SERIES, 1st Paragraph (Page 1)

The 2014 NHRA Mello Yello Drag Racing Series ~~consists of a nine-month season~~ is a series of 24 of national events. The season begins with the ~~O'Reilly Auto Parts~~ NHRA Winternationals and concludes with the Auto~~mobile~~ Club ~~of Southern California~~ NHRA Finals.

SECTION 3: POINTS AND RELATED PROGRAMS, PROFESSIONAL SPECIALITY SERIES, NHRA TRAXXAS NITRO SHOOTOUTS (Page 4)

~~Two~~ The NHRA Traxxas Nitro Shootouts will be contested at the ~~NHRA~~ Chevrolet Performance U.S. Nationals~~.~~ Top Fuel on Saturday Aug. 3~~1~~0 ~~will feature the Top Fuel program; Sunday Sept.~~ Aug. 3~~1 will feature the~~ and Funny Car Sunday, Aug, 31) ~~program~~. ~~Qualifying is~~ Drivers qualify for the Traxxas Nitro Shootouts based upon a combination of points standings, event wins, and a lottery-style drawing~~. Drivers qualify for their respective Traxxas Shootout~~ as follows:

1. Position 1 in each Traxxas Shootout will be filled by the ~~The~~ NHRA Mello Yello Drag Racing Series points leader in TF and the points leader in FC ~~(prior to~~ before the ~~NHRA~~ Chevrolet Performance U.S. Nationals) ~~will both automatically qualify as top seeds for the Traxxas Shootouts.~~
2. Positions 2 through 7 in each Traxxas Shootout will be filled by drivers who were 2014 ~~consist of~~ national event winners ~~(other than the points leader) and will be placed on the qualifying list in the order of NHRA Mello Yello Series points entering the~~ before the ~~NHRA~~ Chevrolet Performance U.S. Nationals. If there have not been enough national event winners to fill positions 2-7, then the remaining positions will be filled based on Mellow Yello points rankings before the Chevrolet Performance U.S. Nationals. Drivers will be placed on the qualifying list based on their NHRA Mellow Yello Series points entering the Chevrolet Performance U.S. Nationals.For example, points leader will assume No. 1 position, second No. 2, and so on~~. If the seven positions are not filled by the NHRA Chevrolet Performance U.S. Nationals, ranking in the points standings will fill open positions up to No. 7.~~
3. The eighth and final spot in TF and FC ~~each category~~ will be determined by a fan vote and a lottery-style drawing. The fan vote will be conducted on NHRA's Facebook page. ~~and through a lottery-style drawing at the NHRA Chevrolet Performance U.S. Nationals. All remaining unqualified drivers in~~ TF and FC drivers except those already qualified in positions 1-7 who have competed in ~~all 17~~ a minimum of 15 national events during 201~~3~~4 will be included in the NHRA Facebook fan-voting process. ~~Based on~~ Drivers will receive chances in the lottery equivalent to the percentage of fan votes received~~, drivers will receive an equivalent percentage of chances in the lottery.~~ For example, if a driver earns 15 percent of the fan vote, that driver will have 15 chances out of 100 in the lottery-style drawing. All eligible drivers will have at least one chance in the drawing provided the driver attends the drawing in person. Attendance at the drawing is mandatory and if a driver was in the Facebook voting process but does not attend the drawing in person, he or she is disqualified for the Traxxas Shootout.

SECTION 3: POINTS AND RELATED PROGRAMS, PROFESSIONAL SPECIALITY SERIES, K&N HORSEPOWER CHALLENGE, 1st Paragraph (Page 4)

The K&N Horsepower Challenge is contested at the 201~~3~~4 SummitRacing.com NHRA Nationals in Las Vegas. Qualifying is based upon points awarded for final qualifying positions at each national event. Points toward the 20134 Challenge

began at the ~~2012 Norwalk~~ 2013 spring Las Vegas event. K&N Horsepower Challenge points are awarded as follows:

SECTION 3: POINTS AND RELATED PROGRAMS, PROFESSIONAL SPECIALITY SERIES, K&N HORSEPOWER CHALLENGE, 4th Paragraph (Page 4)

The K&N Horsepower Challenge will consist of eight drivers: seven (7) who accumulate the most points in qualifying during the ~~15~~24-race Challenge series and one (1) who is selected to the starting lineup for the event via a special fan vote. Fans may vote for their driver selection on the K&N website.

SECTION 3: POINTS AND RELATED PROGRAMS, PROFESSIONAL SPECIALITY SERIES, JEGS ALLSTARS, 1st Paragraph (Page 5)

The 201~~3~~4 JEGS Allstars event will be conducted at the O'Reilly Auto Parts Route 66 NHRA Nationals in Chicago. Points will be awarded up to four to six weeks prior to the 201~~3~~4 O'Reilly Auto Parts Route 66 NHRA Nationals (check local division office for schedule in your area). JEGS Allstars competition is based on regional and divisional points earned solely within the contestant's home region or division. Contestants declaring a different home region or division at the beginning of the racing season will receive JEGS Allstars points for the most recently declared home region or division.

SECTION 3: POINTS AND RELATED PROGRAMS, PROFESSIONAL SPECIALITY SERIES, JEGS ALLSTARS, 5th Paragraph (Page 5)

Any car used by an Allstars contestant in Allstars competition may be driven only by that contestant during the 201~~3~~4 O'Reilly Auto Parts Route 66 NHRA Nationals competition.

SECTION 4A: SUPER PRO, PRO, SPORTSMAN, DRIVER:10, NECK COLLAR (Page 9)

Neck collar meeting SFI Spec 3.3 mandatory in all cars running 9.99 (*6.39) or quicker or cars exceeding 135 mph. A head and neck restraint device/system may be used in lieu of a neck collar. See General Regulations 10:8.

If SFI Spec 3.3 neck collar is required and driver opts to use head and neck restraint system instead, then SFI Spec 3.3 head sock or SFI Spec 3.3 skirted helmet mandatory.

SECTION 4A: SUPER PRO, PRO, SPORTSMAN, DRIVER:10, PROTECTIVE CLOTHING (Page 8)

Full-length pants; short- or long-sleeved shirt; closed shoes; and socks. No shorts. No tank tops. No open-toe or open-heel shoes or sandals. Synthetic clothing not recommended.

10.00 (*6.40) to 13.99 (*8.59); all E.T. non-OEM supercharged, non-OEM turbocharged, or nitrous-equipped cars with an OEM or .024-inch steel firewall: Jacket meeting SFI Spec 3.2A/1 mandatory.

10.00 (*6.40) to 13.99 (*8.59); all E.T. supercharged, turbocharged, or nitrous-equipped cars without a full OEM or .024-inch steel firewall: Jacket meeting SFI Spec 3.2A/5 and gloves meeting SFI Spec 3.3/1 mandatory.

9.99 (*6.39) to 7.50 (*4.50) front-engine open-bodied vehicles with nitrous oxide, supercharger, or turbocharger(s): Jacket and pants meeting SFI Spec 3.2A/15, gloves, and shoes or boots meeting SFI Spec 3.3/5 mandatory.

9.99 (*6.39) to 7.50 (*4.50) closed-bodied vehicles without an OEM or full .024-inch steel firewall with nitrous oxide, supercharger, or turbocharger(s): Jacket and pants meeting SFI Spec 3.2A/15, gloves meeting SFI Spec 3.3/5, and shoes or boots meeting SFI Spec 3.3/5 mandatory.

10.00 (*6.40) to 11.49 (*7.35); all E.T. naturally aspirated, OEM supercharged, or OEM turbocharged with a full OEM or .024- inch steel firewall: Jacket meeting SFI Spec 3.2A/1 mandatory.

9.99 (*6.39) to 7.50 (*4.50) or any vehicle exceeding 135 mph: Jacket and pants meeting SFI Spec 3.2A/5 and gloves meeting SFI Spec 3.3/1 mandatory, except as noted above.

All open-body vehicles running 11.99 or quicker: Gloves meeting SFI Spec 3.3/1 and arm restraints mandatory, except as noted above.

Dune-buggy or dune-buggy-type vehicles, 12.00 (*7.50) or slower: Jacket meeting SFI Spec 3.2A/1, gloves meeting SFI Spec 3.3/1, and arm restraints mandatory.

Any vehicle with an automatic transmission in driver compartment (no floor covering transmission): Jacket and pants or suit meeting SFI Spec 3.2A/15, gloves meeting SFI Spec 3.3/5, and boots or shoes meeting SFI Spec 3.3/5 mandatory.

9.99 and faster, any vehicle, supercharged or turbocharged with alcohol: Suit meeting SFI Spec 3.2A/15, gloves and boots meeting SFI Spec 3.3/5 mandatory.

~~If SFI Spec 3.3 neck collar is required and driver opts to use head and neck restraint system instead, then SFI Spec 3.3 head sock or SFI Spec 3.3 skirted helmet mandatory.~~

SECTION 5: NHRA PRO MOD DRAG RACING SERIES, ENGINE: 1, TURBOCHARGER (Page 3)

Twin turbochargers limited to 88mm. Boost controller manufactured by Hyperaktive Performance Solutions, part number PMBL mandatory. No other boost controller or form of boost control permitted. Must be installed per manufacturer's instructions. Any modification or attempt to disable or defeat prohibited. Maximum boost may only be set by NHRA officials. ~~**Beginning August 28, 2013: a**~~All turbochargers must meet SFI Spec 61.1. Air-to-air or water-to-air intercoolers prohibited on all entries. Turbocharger size will be verified by measuring the housing bore at the leading edge of the impeller wheel. The maximum diameter of the housing bore at the leading edge of the wheel may not exceed 2mm more than the maximum allowable turbocharger size permitted.

SECTION 5: NHRA PRO MOD DRAG RACING SERIES, SUPPORT GROUP: 9, COMPUTER/DATA RECORDERS (Page 8)

Data recorders permitted; must be standalone, NHRA-accepted, and used for information gathering only. A current list of NHRA-accepted data recorders is available on NHRARacer.com Digital dash display permitted. Ride height sensors permitted; may only be connected to data recorder. See General Regulations 9:1, 9:2, 9:11.9:11.

SECTION 5: NHRA PRO MOD DRAG RACING SERIES, SUPPORT GROUP: 9, SHUTOFF DEVICE (Page 8)

Supercharged and turbocharged cars are required to have properly installed and operational Electrimotion Pro Mod Shutoff Controller Kit (part number SB001) and Electrimotion Shutoff Receiver (part number RF001). Nitrous cars are required to have properly installed and operational Electrimotion Shutoff Receiver (part number RF001PS). The Electrimotion Pro Mod Shutoff Controller Kit and Shutoff Receiver must be properly installed per the manufacturer's instructions. Modification or tampering with the Electrimotion Pro Mod Shutoff Controller Kit and Shutoff Receiver prohibited. ~~Note: Only the RF Shutoff function of the Electrimotion Shutoff Controller is mandatory at this time.~~ This is not required for PM cars competing in Competition eliminator.

SECTION 10: STOCK, INTRODUCTION (Page 1)

Category is based on a handicap start using the NHRA index system; breakout rules apply. **Note: for more information on the Automatic Horsepower Factoring System, visit NHRARacer.com.**

SECTION 10A: STOCK, FRAME: 4, BUMPERS (Page 8)

Complete stock bumpers, guards, and braces (front and rear) mandatory, consistent with make, model, year claimed. Energy-absorbing apparatus may 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.

SECTION 11: STOCK, INTRODUCTION (Page 1)

This category for qualified cars in Super Stock, GT, GT Truck, Modified Stock, Modified Truck, Modified, and MX. Category races under the NHRA index/handicap system. **Note: for more information on the Automatic Horsepower Factoring System, visit NHRARacer.com.**

SECTION 11A: SUPER STOCK, ENGINE: 1, CYLINDER HEADS (Page 2)

Must be correct casting number for year and horsepower claimed, per NHRA Technical Bulletins or NHRA-accepted. Cylinder-head casting must also be on NHRA runner volume list as published on NHRARacer.com. Porting, polishing, welding, epoxying, and acid-porting permitted. Grinding and polishing in combustion chamber permitted. Welding and/or applying epoxy in combustion chamber prohibited. Spark-plug hole must maintain the stock location, size, and angle as machined by the OEM; spark-plug adapters prohibited. Valve-guide centerlines must maintain the stock lateral and front-to-back location as machined by the OEM. Valves must maintain stock angle; valve-stem angle must remain stock, +/- 1 degree. Cylinder head must be able to hold combustion chamber, intake and exhaust runner volumes per NHRA Specifications. Any aftermarket steel valve permitted; must maintain stock head and stem size; titanium valves prohibited. (OEM sodium-filled valve may be replaced with titanium, provided weight is equal to or greater than original.) Valve diameter permitted to be +.005-inch or -.015- inch from published NHRA Technical Bulletins. External modifications prohibited, intake side of head may not be cut into any part of valve cover bolt holes (except for SS/AH). Valve-cover bolt holes must remain unaltered and in their original location ~~(except for SS/AH).~~ Welding or epoxying permitted on external portion of runners for repair only, maximum 2 runners per head. Heat riser passages may be blocked off from intake-manifold side of cylinder head or in exhaust port. The following are permitted: polylocks, jam nuts, screw-in or pinned studs. Any valve job accepted. Exhaust plate permitted between header and cylinder head, maximum 1/2-inch; may not protrude into exhaust port. Cylinder head may have all seats replaced.

~~Beginning January 1, 2014: In all Super Stock classes, external modifications prohibited, intake side of head may not be cut into any part of valve cover bolt holes. Valve-cover bolt holes must remain unaltered and in their original location. Valve cover flange may not be scalloped around valve cover bolt holes.~~

SECTION 11A: SUPER STOCK, FRAME: 4, BUMPERS (Page 6)

Complete stock bumpers, guards, and braces (front and rear) mandatory, consistent with make, model, year claimed. Energy-absorbing apparatus may 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.

SECTION 11D: MODIFIED STOCK, FRAME: 4, WEIGHT (Page 17)

Cars with fully automatic transmissions with converter may remove up to 5 percent or 250 pounds, whichever is less, from ~~regular~~ minimum class weight; may be under posted minimum weight. Cars weighed with driver; minimum weight includes driver.

SECTION 12A: COMP, DRIVETRAIN: 2, TRANSMISSION, MANUAL (Page 2)

Where permitted by class regulations, a manual transmission must meet the following criteria: any aftermarket planetary or clutchless manual transmission, maximum of five forward speeds. Reverse gear mandatory. Lenco drive or BRT drive unit and transbrake are permitted ~~as manufactured; no additional wiring or plumbing permitted~~. Acceptable transbrake wiring and pneumatic schematics for the BRT drive and Quickdrive units are available in the Accepted Products list on NHRARacer.com. The Lencodrive uses a conventional electric transbrake system. Maximum one transmission brake solenoid permitted. Automated shifters and/or timer-type shifting devices prohibited; each individual shift must be a function of the driver. Shifting must be controlled by manual or pneumatic means only (driver pulls the lever or pushes the button); electric or electronics may in no way affect the shifting mechanism. See General Regulations 2:12, 2:13, 2:14.

SECTION 12A: COMP, GAS DRAGSTER, DESIGNATIONS (Page 5)

DESIGNATIONS

A/D, A/DA, B/D, B/DA, C/D, C/DA, D/D, D/DA, E/D, E/DA, F/D, F/DA, G/D, G/DA, H/D, I/D, J/D and J/DA, preceded by the car number.

Classes of competition within Gas Dragster are naturally aspirated dragsters. Class determined by total car weight (including driver) divided by total engine displacement (cubic inches).

CLASSES

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- ylinder 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

SECTION 12A: COMP, GAS DRAGSTER, DRIVETRAIN: 2, TRANSMISSION, Automatic (Page 7)

Permitted in A/DA, B/DA, C/DA, D/DA, E/DA, F/DA, G/DA, H/D, I/D, and ~~J/D~~ J/DA. See Section 12, Transmission, Automatic, for details.

SECTION 12A: COMP, GAS DRAGSTER, DRIVER: 10, NECK COLLAR/HEAD AND NECK RESTRAINT DEVICE SYSTEM, (Page 9)

Head and neck restraint device/system meeting SFI 38.1 mandatory in A/D, A/DA, B/D, B/DA, C/D, C/DA, D/D, D/DA, E/D, E/DA, J/D, J/DA, H/D, and I/D. Neck collar meeting SFI Spec 3.3 mandatory in all other classes. See General Regulations 10:8.

SECTION 12C: NOSTALGIA DRAGSTER, INTERIOR: 6, UPHOLSTERY (Page 15)

For supercharged or turbocharged open-bodied cars (gasoline or methanol-burning), a flame-retardant-material-covered seat is mandatory. ~~Optional.~~

SECTION 13: TOP ALCOHOL DRAGSTER, ENGINE: 1, OIL LINES (Page 3)

All flexible-pressure oil lines, excluding return lines and any line 30 psi or lower in pressure, must use a factory-crimped connection and be pressure-tested and labeled. All testing must be hydrostatic for minimum 30 seconds at 750psi. Label must indicate date, PSI, and tester ID. Labeling must be impervious to fuel and brake clean. Quick disconnect, plastic, and nylon lines are prohibited. The lines must be tested and tagged to indicate that they have been tested within two years. Test and tag services are available at national events. All of the lines must be routed in such a way that they are not directly in line with cylinder head gaskets at the front, rear, or side of the cylinder heads. Small pressurized fittings, elbows, nipples, adapters, tees, etc. in the external oil system that have an inside diameter of 0.375 or less must be constructed of magnetic steel.

SECTION 13: TOP ALCOHOL DRAGSTER, BRAKES AND SUSPENSION: 3, BRAKES (Page 5)

Automated brakes prohibited: Application and release of brakes must be a function of the driver. Dual spots or equivalent oval pucks mandatory; minimum two rear-wheel hydraulic disc brakes. Carbon- fiber brake rotors used in conjunction with carbon-fiber specific brake pads mandatory; all other materials prohibited. Hand brake, if used, must be located inside body or driver compartment. Steel brake lines mandatory. Small pressurized fittings, elbows, nipples, adapters, tees, etc. in the external oil system that have an inside diameter of 0.375 or less must be constructed of magnetic steel. NHRA-accepted fireproof brake line covering mandatory on all flexible connection lines. A current list of NHRA-accepted fireproof brake line coverings is available on

NHRARacer.com. Brake lines passing engine or blower drive must be shielded. Hand-brake handle must be constructed of minimum 5/16-inch-thick by 1-inch-wide aluminum, steel, or titanium. Lightening of hand-brake handle (i.e., holes, machining, etc.) prohibited. See General Regulations 3:1.

SECTION 13: TOP ALCOHOL DRAGSTER, BODY: 7, REAR WING & SUPPORTS (Page 8)

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.

Spill plates must be flat, vertical, and parallel. Maximum thickness, 3/8-inch. Spill plate lips of any kind, other than a 1/4-inch maximum wicker, prohibited. Spill plate must attach to wing or airfoil at right angle, radius at joint prohibited. Maximum spill-plate dimensions, 22 inches by 22 inches.

For all cars, an independent cable must be wrapped around each side of the main element of the rear wing and be connected to both parachute release cables such that if the main element separates from the support or if either end of the main element is broken off, both parachutes will automatically deploy. The cables must be wrapped around the main element on the outside of the support structure and be secured (i.e., taped, hardwired, etc.) to the main element to keep the cables from sliding on the wing. The outermost connections of this cable to the wing should be no more than 2 inches from each spill plate. Attachment to spill plate permitted.

SECTION 14: TOP ALCOHOL FUNNY CAR, BRAKES AND SUSPENSION: 3, BRAKES (Page 3)

Four-wheel disc brakes with dual master cylinder mandatory. Carbon-fiber brake rotors used in conjunction with carbon-fiber specific brake pads (front and rear) mandatory; all other materials prohibited. Steel brake lines mandatory. Small pressurized fittings, elbows, nipples, adapters, tees, etc. in the external oil system that have an inside diameter of 0.375 or less must be constructed of magnetic steel. NHRA-accepted fireproof brake line covering mandatory on all (front and rear) flexible connection lines. A current list of NHRA-accepted fireproof brake line coverings is available on NHRARacer.com. Hand-brake handle must be constructed of minimum 5/16-inch-thick by 1-inch-wide aluminum, steel, or titanium. Lightening of hand-brake handle (i.e., holes, machining, etc.) prohibited.

SECTION 16: PRO STOCK, DESIGNATION (Page 1)

DESIGNATION

PRO, preceded by car number.

Reserved for 200~~8~~9 or later NHRA-accepted 2-door or 4-door coupe or sedan (domestic or foreign) production vehicles. Body, drivetrain, chassis, etc. may not be altered, modified, or relocated, except as outlined in Requirements & Specifications. Minimum weight at conclusion of run: 2,350 pounds, including driver. Minimum weight on the rear axle at conclusion of run: 1,090 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, and will be serialized or otherwise identified at each event.

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, BODY: 7, HOOD & HOOD SCOOP (Page 7)

Permitted, one opening only. May not extend more than 11 inches above the height of the hood surface as measured from the top of the hood-scoop opening directly down to hood surface. Must be finished and painted to follow body paint scheme. Sensors, transducers, vents, wiring, hoses, etc. prohibited inside hood scoop. Hood must be stock size and contour. Cowl section may be molded to hood. ~~A minimum of four fasteners must be used on the leading edge of all lift-off hoods.~~ The use of an NHRA-accepted air filter permitted. Filter must be mounted at the opening of the hood scoop; any other location prohibited.

SECTION 16: PRO STOCK, BODY: 7, SPOILERS (Page 8)

Rear spoiler mandatory; ~~maximum~~ length 14 inches mandatory;~~,~~ may only use NHRA-accepted spoiler designed for each specific NHRA-accepted body style ~~minimum 12 inches, unless specified by body design~~. 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 3/4-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.

SECTION 17: FUNNY CAR, DESIGNATION, 4th Paragraph (Page 1)

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 201~~3~~4. 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 201~~3~~4.

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 the Vice President, Technical Operations. 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 Funny Car 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.

Only items or components currently approved by NHRA may be used in competition. If a vehicle is found to be using any item or component that is different from that which is approved, including an item or component that has been modified or altered from the approved configuration, then the driver will be penalized with a deduction of 75 points and the team and/or driver (in NHRA's discretion) will be penalized with a minimum $25,000 fine. If not paid, the fine may be withheld from any purse/prize monies, if NHRA is unable to collect the fine from purse/prize monies the team may not be allowed to compete again, in NHRA's discretion Multiple violations and/or flagrant disregard for this policy may result in additional penalties as determined by NHRA in its sole and absolute discretion. Such additional penalties may include disqualification, suspension or loss of season points. Among items and components that are subject to inspection and penalty if found to be different, altered, modified or otherwise not the same as the item or component that is approved, are the following: injector hats; supercharger cases (excluding end plates); supercharger inserts; supercharger rotors; cylinder heads (intake valve sizes may be increased

to 2.470” max.); engine blocks; magnetos; ignition systems; data acquisition systems; safety shutoff system; event data recorder; front wings; rear wings; tires; and nitromethane.

SECTION 17: FUNNY CAR, ENGINE: 1, OIL LINES (Page 3)

Rear main oil feed line, if installed, must be stainless steel. All flexible-pressure oil lines, excluding return lines and any line 30psi or lower in pressure, must use a factory-crimped connection and be pressure-tested and labeled. All testing must be hydrostatic for minimum 30 seconds at 750psi. Label must indicate date, PSI, and tester I.D. Labeling must be impervious to nitromethane and brake clean. Otherwise hard line mandatory. When the oil filter and/or dry-sump tank is mounted separate from the engine, oil lines must have a minimum 1-inch free travel.

SECTION 17: FUNNY CAR, DRIVETRAIN: 2, REVERSER (added section) (Page 5)

Reverser mandatory. Neutral lockout release pin mandatory.

SECTION 17: FUNNY CAR, DRIVETRAIN, REVERSER COVER (Page 5)

A one-piece tunnel, covering the reverser and driveshaft, mandatory. Must extend from rear of bellhousing back to within 2 inches of the front of driver’s seat and be of titanium of .078-inch- thick minimum, chromoly 4130 of .090-inch-thick minimum, carbon composite of .10-inch-thick minimum, or carbon/titanium of .130- inch minimum. Hole allowed for lever. Must include minimum 1-inch horizontal, mounting flange at edges of tunnel. Mounting to chassis floor X member, minimum four places, 5/16-inch steel or titanium bolts mandatory.

~~A one-piece tunnel, covering the reverser and driveshaft, mandatory. Must extend from rear of bellhousing back to within 2 inches of the front of driver’s seat and be of titanium of .078-inch- thick minimum, chromoly 4130 of .090-inch-thick minimum, carbon composite of .10-inch-thick minimum, or carbon/titanium of .130- inch minimum. Hole allowed for lever. Must include minimum 1-inch horizontal, mounting flange at edges of tunnel. Mounting to chassis floor X member, minimum four places, 5/16-inch steel or titanium bolts mandatory. Tether attached to reverser pin mandatory. Tether must release pin from reverser mechanism and be accessible without removing the reverser cover. All reversers must be equipped with a pneumatically operated neutral lockout release pin. Installation must be such that the driver can easily and quickly release the pin with all safety equipment in place.~~

SECTION 17: FUNNY CAR, DRIVETRAIN, REVERSER PIN (added section) (Page 5)

Tether attached to reverser pin mandatory. Tether must release pin from reverser mechanism and be accessible without removing the reverser cover. All reversers must be equipped with a pneumatically operated neutral lockout release pin.

Installation must be such that the driver can easily and quickly release the pin with all safety equipment in place

SECTION 17: FUNNY CAR, DRIVETRAIN, REVERSER SHIELD (moved here from after TRANSMISSION section) (Page 5)

A one-piece ballistic shield covering all units mandatory. Must meet SFI Spec 4.1. See General Regulations 2:13.

SECTION 17: FUNNY CAR, DRIVETRAIN, TRANSMISSION (Page 5)

~~Reverser mandatory. Neutral lockout release pin mandatory.~~ Transmission prohibited. See General Regulations 9:7.

SECTION 17: FUNNY CAR, BODY: 7, BODY, Burst Panel (Page 9)

Body (hood) burst panel, minimum 288 square inches, mandatory. Body burst panel 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. ~~and two~~ 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. NHRA-accepted body burst panel tethers: Amick Race Car Restraints part number JF-101. Taping of body burst panel permitted along front leading edge only, all other sides prohibited. Maximum 1 inch wide strip of tape allowed on burst panel.

SECTION 17: FUNNY CAR, BODY: 7, BODY, Fasteners and Stiffeners (Page 9)

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. Mounting tree~~s for body may not be adjustable~~ attachment points to the body must utilize doublers forward of the 'A' pillar. The framing must be a permanent fixture, with the exception of vertical mounts, which can be adjustable for necessary vertical body positioning.

SECTION 17: FUNNY CAR, BODY: 7, BODY, Front Latch and Tethering System (Page 10)

Bodies must be equipped with two independent NHRA-accepted front-release locking latch assemblies. An optional NHRA-accepted tethering system ~~must also~~ may be installed in conjunction with dual latching system. Contact NHRA Technical Services Department for design requirements and specifications. No part of the front-release handles may extend beyond the front overhang limit.

SECTION 17: FUNNY CAR, BODY: 7, SPOILERS (2nd paragraph) (Page 11)

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~~, as allowed in 2004~~. 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.

SECTION 17: FUNNY CAR, ELECTRICAL: 8, IGNITION SYSTEMS (Page 12)

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 87712 are 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. Removable or pin-type timing pointers prohibited.

SECTION 17: FUNNY CAR, ELECTRICAL: 8, ENGINE RPM CONTROLLER (Page 13)

Use of MSD ~~8971and~~ 89712 or 87712 mandatory. Only latest approved firmware permitted.

SECTION 17: FUNNY CAR, ELECTRICAL: 8, MAGNETOS (Page 13)

Maximum two magnetos, ~~not to exceed 44 amps per magneto. Magnetos~~ limited to the following models: MSD Pro Mag Systems, ~~44 amp,~~ 8130, 8140.

SECTION 17: FUNNY CAR, SUPPORT GROUP: 9, COMPUTER/DATA RECORDER (Page 12)

~~Ride height sensors permitted; may only be connected to data recorder.~~ Data recorders permitted; must be NHRA-accepted. Accepted systems: Racepak Pro III, Pro II, Pro 1B, and Pro I. Data recorder may be used in conjunction with manufacturer's digital dash display. Ride height sensors permitted; may only be connected to data recorder. See General Regulations 9:1, 9:2.

SECTION 17: FUNNY CAR, DRIVER: 10, PROTECTIVE CLOTHING (Page 14)

Driver's suit meeting SFI Spec 3.2A/20, SFI Spec 3.3/20 gloves, SFI Spec 3.3/20 boots, SFI Spec 3.3 head sock, and SFI Spec 3.3/10 helmet skirt mandatory. All jacket/pants or suits meeting SFI Spec 3.2A/20 must be recertified on a five-year interval. A minimum 5-pound ~~F~~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 ~~can~~ be supplied ~~on demand or~~ by constant pressure. See General Regulations 10:10

SECTION 18: TOP FUEL DRAGSTER, DESIGNATION, 4th Paragraph (Page 1)

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 201~~3~~4. 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 201~~3~~4.

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 the Vice President, Technical Operations. 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 Funny Car 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.

Only items or components currently approved by NHRA may be used in competition. If a vehicle is found to be using any item or component that is different from that which is approved, including an item or component that has been modified or altered from the approved configuration, then the driver will be penalized with a deduction of 75 points and the team and/or driver (in NHRA's discretion) will be penalized with a minimum $25,000 fine. If not paid, the fine may be withheld from any purse/prize monies, if NHRA is unable to collect the fine from purse/prize monies the team may not be allowed to compete again, in NHRA's discretion Multiple violations and/or flagrant disregard for this policy may result in additional penalties as determined by NHRA in its sole and absolute discretion. Such additional penalties may include disqualification, suspension or loss of season points. Among items and components that are subject to inspection and penalty if found to be different, altered, modified or otherwise not the same as the item or component that is approved, are the following: injector hats; supercharger cases (excluding end plates); supercharger inserts; supercharger rotors; cylinder heads (intake valve sizes may be increased

to 2.470" max.); engine blocks; magnetos; ignition systems; data acquisition systems; safety shutoff system; event data recorder; front wings; rear wings; tires; and nitromethane.

SECTION 18: TOP FUEL DRAGSTER, ENGINE: 1, ENGINE (Page 2)

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, minimum 490 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
Exhaust valve size maximum: 2.000 inches

Engine block must be forged aluminum and NHRA-accepted.

Dry-sump oil system permitted. Dry-sump tank must be mounted inside framerails. Engine must be equipped with an SFI Spec 7.1 lower engine ballistic/restraint 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. Carbon fiber/composite oil pan prohibited.

SECTION 18: TOP FUEL DRAGSTER, ENGINE: 1, EXHAUST (Page 2)

Competition exhaust permitted. Exhaust must be directed to rear, away from driver ~~and fuel tank~~

SECTION 18: TOP FUEL DRAGSTER, ENGINE: 1, SUPERCHARGER (Page 2)

Restricted to Roots-type supercharger, rotor helix angle not to exceed that of standard 71-series GM-type rotor. Turbocharger and/or centrifugal supercharger prohibited. Maximum size: 14-71, 22 5/16-inch case length, 11 1/4-inch case width, 19-inch rotor length; maximum rotor diameter: 5.840 inches including fixed stripping. The top opening may not exceed 11.750 inches in length or 4.600 inches in width. The case must be one piece with removable front and rear bearing end plates; rotor must be contained within one-piece case. Inlet/outlet cavity restricted to maximum 1 inch, measuring from face of bearing plate to the back of the cavity. Spacer or components between top of supercharger case and bottom of hat restricted to 2 1/2-inch maximum. Spacer and components may be constructed of aluminum or composite materials only. Variable multi-speed supercharger devices prohibited. Supercharger restraint system meeting SFI Spec 14.3 mandatory. Supercharger restraint straps must be covered with a fire-resistant material. Manifold Restraint~~, manufactured by Taylor Motorsports Products, part no. TMR,~~ mandatory on all set-

back superchargers. A current list of NHRA- accepted manifold restraints is available on NHRARacer.com. Manifold burst panel(s) meeting SFI Spec 23.1 mandatory. If single panel is used, total area of rupture disk must equal or exceed 10 square inches. If multiple panels are used, total area of rupture disks must equal or exceed 12 square inches. Panels may be installed in the front and back, or on each side, of manifold. Only one panel per opening permitted. “Doubling” or “tandem” panel installations prohibited. See General Regulations 1:10, 1:11.

SECTION 18: TOP FUEL DRAGSTER, ENGINE: 1, OIL LINES (Page 3)

Rear main oil feed line, if used, must be stainless steel. All flexible-pressure oil lines, excluding return lines and any line 30psi or lower in pressure, must use a factory-crimped connection and be pressure-tested and labeled. All testing must be hydrostatic for minimum 30 seconds at 750psi. Label must indicate date, PSI, and tester I.D. Labeling must be impervious to nitromethane and brake clean. Otherwise hard line mandatory. When the oil filter and/or dry-sump tank is mounted separate from the engine, oil lines must have a minimum 1-inch free travel.

SECTION 18: TOP FUEL DRAGSTER, ENGINE: 1, VENT TUBE BREATHERS (Page 4)

NHRA-accepted catch can/vent tube system mandatory. Twiston/ quick-disconnect fittings between the vent tube hoses and the valve cover vent tube adapters must incorporate a secondary locking device such as a hasp pin, ball lock pin prohibited. Tape is not a satisfactory primary or secondary locking device. Double clamps are required on each end of all hoses used in the vent system, including the dry-sump vents. Double O rings required at each breather hose to valve cover attachment. Minimum 1 1/4-inch inside diameter hoses are required from each valve cover to the catch can inlets and/or framerails and from each framerail outlet to both catch can inlets. If soft hose is utilized, maximum length of soft hose is 12 inches, remainder of length must be two equally spaced hard lines. Minimum catch can(s) capacity is 6.75 gallons. Catch cans must have adequate internal baffling. Minimum catch can inlet configuration is two 1 1/8-inch inside diameter (or equivalent area) tubes. Minimum catch can outlet/discharge configuration is two 1 1/8-inch inside diameter openings (or equivalent area). NHRA-accepted vent tubes/hoses are mandatory for all connections; see NHRARacer.com for a list of accepted vent tubes/hoses. See General Regulations 1:13.

SECTION 18: TOP FUEL DRAGSTER, DRIVETRAIN: 2, REVERSER (added section) (Page 5)

Reverser mandatory. Neutral lockout release pin mandatory. All reversers must be equipped with a pneumatically operated neutral lockout release pin. Installation must be such that the driver can easily and quickly release the pin with all safety equipment in place.

SECTION 18: TOP FUEL DRAGSTER, DRIVETRAIN: 2, REVERSER SHIELD (moved here from after TRANSMISSION section) (Page 5)

A one-piece ballistic shield covering all units mandatory. Must meet SFI Spec 4.1. See General Regulations 2:13. ~~All reversers must be equipped with a pneumatically operated neutral lockout release pin. Installation must be such that the driver can easily and quickly release the pin with all safety equipment in place.~~

SECTION 18: TOP FUEL DRAGSTER, DRIVETRAIN: 2, TRANSMISSION (Page 5)

~~Reverser mandatory. Neutral lockout release pin mandatory.~~ Transmission prohibited. See General Regulations 9:7.

SECTION 18: TOP FUEL DRAGSTER, BODY 7: BODY (Page 8)

Body and cowl must be metal, fiberglass, or carbon fiber/Kevlar. Driver compartment, frame structure, roll bars, and body must be designed to prevent driver's body or limbs from contacting track surface. Subflooring, inside but independent of body, mandatory, where driver's legs rest on belly pan or chassis. Subflooring must not contain openings or gaps. Front overhang not to exceed 30 inches, measured from centerline of front spindle to forwardmost point of car. Ground effects of any description prohibited. Ground effects include, but are not limited to, rocker skirts, belly pans, sheet-metal work under the body that produces a "tunnel" for the passage of air, etc. Air deflector plates located behind cockpit restricted to maximum 17 inches by 17 inches. Leading edges, fairing in, or rounding off corners, etc. prohibited. Maximum 1.25-inch lip for stiffening permitted. Mud flap may be located in front of or behind exhaust headers.

SECTION 18: TOP FUEL DRAGSTER, BODY 7: CANOPY (Page 8)

Aerodine Top Fuel canopy (consisting of ACG12A132 Top Fuel Canopy Composite Assembly and ACG12A133 Top Fuel Canopy Mechanical/Mounting Kit) permitted. Canopy must be installed per manufacturer's instructions.

Any car with a canopy must have a minimum 5-pound fresh air 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 SFI and/or Snell specs with fresh air system installed. Compressed air only. Air must ~~can~~ be supplied ~~on demand or~~ by constant pressure (see General Regulations 9:8).

Any car with a canopy must have an NHRA-accepted 5-pound fire extinguishing system meeting SFI Spec 17.1. Must be installed per manufacturer's specifications with all gauges clearly visible. Fire- bottle activation cables must be installed inside framerail where cables pass engine/bellhousing area. Fire-bottle mounting brackets must be constructed of

aluminum or steel. Carbon-fiber bottles prohibited. See General Regulations 9:3.

Punch-out fire window score lines may not be covered by vinyl covering. Punch-out panels must be well-marked and visible at night.

Relationship of injector hat to canopy wickerbill must meet requirements shown in the accompanying figure.

SECTION 18: TOP FUEL DRAGSTER, ELECTRICAL: 8, IGNITION SYSTEMS (Page 10)

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 87712 are 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. Removable or pin-type timing pointers prohibited.

SECTION 18: TOP FUEL DRAGSTER, ELECTRICAL: 8, ENGINE RPM CONTROLLER (Page 10)

Use of MSD ~~8971and~~ 89712 or 87712 mandatory. Only latest approved firmware permitted.

SECTION 18: TOP FUEL DRAGSTER, ELECTRICAL: 8, MAGNETOS (Page 10)

Maximum two magnetos, ~~not to exceed 44 amps per magneto. Magnetos~~ limited to the following models: MSD Pro Mag Systems, ~~44 amp,~~ 8130, 8140.

SECTION 18: TOP FUEL DRAGSTER, SUPPORT GROUP: 9, FIRE EXTINGUISHER SYSTEM (Page 10)

Fire extinguisher system meeting SFI Spec 17.1 mandatory on ~~rear-engine~~ 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. See General Regulations 9:3 for NHRA-accepted fire extinguishing agents.

SECTION 20: GENERAL REGULATIONS, ENGINE: 1, 1:3 EXHAUST (Page 3)

All cars must be equipped with exhaust collectors, headers, or stacks installed to direct exhaust out of car body to rear of car, away from driver and fuel tank. No part of the exhaust system may be routed through the driver's compartment. Exhaust collectors/stacks must be securely fastened (i.e., metal connector

straps, bolted, welded, etc.) to prevent loss of collector/stacks during competition. ~~Effective Jan. 1, 2014,~~ All removable multi-piece exhaust collectors/stacks must be securely fastened with either an NHRA-accepted header tether~~,~~ or a minimum ½" (half-inch) stitch weld located on each primary tube to prevent loss of collector/stacks during competition. A current list of NHRA-accepted header tethers is available on NHRARacer.com. Flexible tubing or "flex pipe" prohibited in all categories. If mufflers are used, they must be securely attached to exhaust system and car body or frame. Consistent with its endeavors to maintain drag racing's acceptance as a recognized sport and recreation, NHRA is enforcing maximum decibel levels for Super Street, Super Gas, and Super Comp vehicles competing at national events. NHRA may enforce the same or similar requirements on other categories in the future.

Part of NHRA's mission is to preserve the right to race. In many communities, the right to race is contingent upon reducing noise and complying with local noise and muffler laws, ordinances, regulations, or agreements. Therefore, all competitors must comply with any muffler rules applicable to his or her class in the Rulebook, and must comply with any noise-reduction requirements (including mufflers) mandated by any member track at which he or she races. Member tracks have the authority to impose muffler rules and noise regulations beyond those required by the NHRA Rulebook.

SECTION 20: GENERAL REGULATIONS, FRAME: 4, 4:8 PARACHUTES (Page 19)

If outlined in Class Requirements, it is mandatory to have a braking parachute produced by a recognized drag racing parachute manufacturer. Dual parachutes required for all cars running 200 mph or more or if required by Class Requirements. Tech inspectors may observe the proper operation of the parachute(s) and inspect for worn or frayed shroud lines, ripped or dirty canopies, and worn or ragged pilot chutes. Parachute cable housings should be mounted solidly to frame tube or other suitable member no farther back than 1 inch from the release handle. If automated push-button release system is used, driver must also be able to use handle to manually release the parachute(s). The release housing must be attached within 12 inches of the parachute pack and in a manner that will allow the inner cable to release the parachute. When supercharged or using nitromethane as a fuel, it is mandatory that the parachute pack and unpacked shroud lines be protected with fire-resistant material from the mounting point to the pack. Parachutes must have their own independent mounting with sleeved 3/8-inch minimum steel bolts or steel pins required for all applications unless otherwise stated in Class Requirements. The use of ball-lock pins for parachute mounting prohibited. Applications using two parachutes are required to have separate mounting points for each parachute system. Shroud~~-~~line(s) mounting brackets must be constructed of minimum .090-inch steel unless otherwise stated in Class Requirements. Safety pins must be red flagged and removed prior to burnout. ~~The use of ball-lock pins for parachute mounting prohibited. See Class Requirements regarding use of two parachutes. Such~~

~~applications required separate shroud-line mounting points for each parachute system.~~

SECTION 20: GENERAL REGULATIONS, FRAME: 4, 4:11 ROLL CAGE, Open-Bodied Cars (Page 21)

When driver is in driving position in an open-bodied car, roll cage must be at least 3 inches in front of helmet. Cars without crossmember above driver's legs must have a strap or device to prevent legs from protruding outside chassis. On front-engine dragster, seat uprights and back braces must be arranged such that a flat surface passed over any two adjacent members will not contact the driver's seat or containment. Additional uprights, max 30 degrees from vertical, must be added until this requirement is satisfied. When non-vertical upright or "running W" side bay designs are used (i.e., uprights installed at greater than 30 degrees from vertical), adjacent roll-cage diagonals must be the same size as that required for the upright. Motor mount and/or rear-end uprights (except rear-engine dragster) may be rectangular tubing, 1 3/4-inch x 1-inch x .058 CM or MS minimum.

For all vehicles required to meet SFI Specification 2.1, 2.2B, 2.3M, 2.4B, 2.5B, 2.6, 2.7B, 10.1E and 10.4 the upper roll-cage members must have head/helmet guards of one-inch by .058-inch round tube on all new chassis or at scheduled recertification. ~~Effective Jan. 1, 2007, all new Street Roadsters must conform to SFI Spec 10.4. Existing Street Roadsters must meet SFI Spec 10.4 at their next scheduled recertification effective Jan. 1, 2008. No existing cars will be recertified early to delay compliance.~~

SECTION 20: GENERAL REGULATIONS, FRAME: 4, 4:11 ROLL CAGE, Full-Bodied Cars (Paragraph 1) (Page 24)

On full-bodied cars with driver in driving position, helmet must be in front of main hoop. If helmet is behind or under main hoop, additional tubing same size and thickness as roll cage must be added to protect driver. Main hoop may be laid back or forward, but driver must be encapsulated within the required roll-cage components. On unibody cars with stock floor and firewall (wheel tubs permitted), the roll cage may be bolted or welded to the floor/rocker box via 6-inch x 6-inch x .125-inch steel plates similar to the roll-bar attachment requirements of paragraph 4:10 in this section. Unless attaching to OEM floor or frame, the minimum requirements for a frame member or fully welded in place frame connectors on unibody cars to which a roll-cage member is attached are 1 5/8-inch x .118-inch MS or .083-inch CM round and/or 2-inch x 2-inch x .058 MS or CM rectangular. All cage structures must have in their construction a cross bar for seat bracing and as the shoulder harness attachment point; cross bar must be installed no more than 4 inches below, and not above, the driver's shoulders, or to side bar. All required rear braces must be installed at a minimum angle of 30 degrees from vertical and must be welded in. Side bar must pass the driver at a point midway between the shoulder and elbow.

SECTION 20: GENERAL REGULATIONS, TIRES AND WHEELS: 5, 5:1 TIRES (Page 29)

Tires will be visually checked for condition, pressure, etc. and must be considered free of defects by the technical inspector prior to any run. All street tires must have a minimum of 1/16-inch tread depth. Temporary spares, space saver spares, farm implement or trailer tires prohibited. Metal, screw-in valve stems mandatory in tubeless tires, front and rear, on vehicles running 11.99 or quicker; unless OEM tire pressure monitor sensor is used. Chemically treating and physically altering (e.g., lightening, etc.) a tire in any manner is prohibited unless such treatment or alteration is performed by the original manufacturer.

SECTION 20: GENERAL REGULATIONS, SUPPORT GROUP: 9, 9:1 COMPUTERS (Page 35)

~~The National Hot Rod Association has established its policy with regard to the use of onboard computers on race cars competing pursuant to the NHRA Rulebook.~~ A computer is defined as any device (electrical, mechanical, pneumatic, hydraulic, etc.) that activates any function of, or in any way affects the operation of, the vehicle based on measurement, sensing, processing, etc. of any data related to the performance of the vehicle. Except those ~~computers~~ installed on stock vehicles by the new-vehicle manufacturer~~s~~ for the proper operation of such vehicle~~s~~, no vehicles may be equipped with computers ~~that in any way affect the operation of the vehicle~~.

Per Class Requirements, OEM or aftermarket OEM-type electronic fuel injection permitted. Electronic fuel injection must be closed, OEM-type system; i.e., may monitor only engine functions. Monitoring of vehicle performance criteria, wheel speed, driveshaft speed, vehicle acceleration, etc. by fuel-injection system prohibited. All aftermarket OEM-type electronic fuel injection must be NHRA-accepted. All related wiring, sensors, etc. must be identifiable to the tech inspector. A current list of NHRA-accepted electronic-fuel-injection systems is available on NHRARacer.com. ~~All related wiring, sensors, etc. must be identifiable to the tech inspector. A computer is defined as any device (electrical, mechanical, pneumatic, hydraulic, etc.) that activates any function of, or in any way affects the operation of, the vehicle based on measurement, sensing, processing, etc. of any data related to the performance of the vehicle. For non-OEM data recorder applications, the transmission or display of any vehicle performance data gathered or processed by the data recorder, to the driver or any remote location during the run, is prohibited. (See 9:2 DATA RECORDERS).~~

During NHRA competition, a portable computer (e.g., laptop, PDA, Palm Pilot, programmer, etc.) must be securely mounted when located in driver's compartment at any point beyond the staging area ready line. All functions or values must be pre-set prior to this point.

Per class requirements, timed or rpm-activated shifters and the like permitted, but all automated functions must be preset before the run. Timer may display

only timer amount dialed in; analog or digital display permitted. Devices may be removed at any time at discretion of NHRA Technical Department.

~~Ride height sensors permitted in Pro Stock, Top Fuel and Funny Car only; prohibited in all other classes.~~

SECTION 20: GENERAL REGULATIONS, SUPPORT GROUP: 9, 9:2 DATA RECORDERS (Page 36)

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.

~~Data recorder may not be activated by the throttle, clutch, brake, mechanisms, etc., nor by the Christmas Tree, radio transmitters, sensing of wheel speed, inertia, laser device, or transmission of track position. Other than data recording functions built into NHRA-accepted ignition systems that start data acquisition automatically, all data recorders must be activated by a separate switch that requires a separate action (with respect to all other devices) by the driver or crewperson. The switch may neither be connected to nor be incorporated into any other device or component.~~

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.

~~For non-OEM data recorder applications, the transmission or display of any vehicle performance data gathered or processed by the data recorder, to the driver or any remote location, during the run, is prohibited. Data may be reviewed (printout, replay, etc.) only after the run.~~

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. ~~A current list of NHRA-Accepted data recorders is available on NHRARacer.com.~~

SECTION 20: GENERAL REGULATIONS, DRIVER: 10, 10:10: PROTECTIVE CLOTHING (Page 43)

"Protective Clothing" includes suit (one-piece suit or jacket and pants); head sock; gloves; and boots or shoes.

Driver must meet all Protective Clothing requirements stated under Class Requirements for vehicle being driven.

SEE CLASS REQUIREMENTS.

Protective Clothing requirements stated are minimum requirements; drivers are free to upgrade Protective Clothing.

Each item of Protective Clothing must meet applicable specifications. Each item must be properly labeled and in good condition. All jackets/pants or suits for SFI Spec 3.2A/15 or 3.2A/20 must be recertified on a five-year interval.

All gloves must have a full layer of flame-retardant material inside the glove. Leather palm gloves without a full layer of flame-retardant material separating leather from driver's hand prohibited.

An SFI 3.3 head sock or SFI 3.3 skirted helmet is required on all open-bodied cars or all cars 7.49 and quicker, where a neck collar is required but has been substituted with a head and neck restraint device. See Class Requirements.

If no specific Protective Clothing requirements are stated for a particular class, then the minimum requirements are as follows: full-length pants; short- or long-sleeved shirt; closed shoes; and socks. No shorts. No bare legs. No bare torsos. No tank tops. No open-toe or open-heel shoes or sandals. Synthetic clothing not recommended**.** For unaltered full- bodied OEM vehicles with an unaltered fuel system using ethanol or methanol and unleaded gasoline fuel blends such as E-85 or gasohol the Protective Clothing requirements are the same as those for gasoline. See Class Requirements.

For any vehicle other than an unaltered full-bodied OEM vehicle with an unaltered fuel system using ethanol or methanol fuel blends in excess of 15% by volume such as E-85, requires the same Protective Clothing as is required for 100% alcohol and/or methanol fueled cars. For ethanol or methanol fuel blends

of 15% or less the Protective Clothing requirements are the same as those for gasoline. See Class Requirements.

SECTION 21: CHARTS AND FORMULAS, SFI SPECIFICATIONS (PAGE 2)

SFI SPEC	DESCRIPTION	EXPIRATION PERIOD
10.1E	Altered & F/E Dragster Chassis Spec., TAFC	1 year
16. 5	2 or 3-Inch Driver Restraint System	2 years