



2010 NHRA Rule Amendments

Last Amended February 8, 2010

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Note:

Additions are Blue underline

Deletions are ~~Red strikethrough~~

SECTION 3 – POINTS AND RELATED PROGRAMS

Page 3.7

LOGO PLACEMENT

NHRA Get Screened America Pro Mod Drag Racing Series – Vehicle (12/18/09)

Must display the NHRA Get Screened America Pro Mod Drag Racing Series logo on both sides of the race vehicle at all times during a national event, using the official decal supplied by NHRA. Any required specialty race logos must also be displayed as designated and supplied by NHRA to be eligible for specialty race points.

NHRA Get Screened America Pro Mod Drag Racing Series – Driver Uniform (12/18/09)

NHRA Get Screened America Pro Mod Drag Racing Series patch must be worn on the driver's uniform. Required size of patch is approximately 5 ½ inches wide by 2 ½ inches tall. NHRA also authorizes and encourages the series patch to be featured on crewmember uniforms. Required location for the NHRA Get Screened America Pro Mod Drag Racing Series patches as shown in diagram.

SECTION 4A – SUPER PRO, PRO, SPORTSMAN

Page 4.5

FRAME: 4

WHEELBASE (1/6/10)

Minimum 85 ~~90~~ inches, ~~unless car has original engine~~. Maximum wheelbase variation from left to right: 1 inch. Dragsters: 2 inches. Minimum front tread width: 26 inches on any dragster.

SECTION 4C – TOP SPORTSMAN

Page 4.12

Class is for full bodied side steer type vehicles only. Qualified fields with competition conducted in a dial-in E.T. format. Minimum 6.00-second dial-in; Maximum 7.99-second dial-in (Minimum 3.66 to 5.29-second dial-in eighth-mile).

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DRIVETRAIN: 2

REAR END (12/21/09)

Aftermarket axles and axle-retention devices mandatory. Welded spider gears prohibited. Wheel studs must be 5/8-inch minimum. Aftermarket full floating or live axle assembly permitted ~~mandatory on any vehicle that runs 5.99 and quicker or 240 mph and faster~~. Independent rear suspension prohibited.

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FRAME: 4

CHASSIS (12/21/09)

All cars must use a full frame that meets SFI Spec. 25.1E, 25.2 or SFI Spec. 25.3 that run 7.499 and quicker. Cars running 7.50 and slower must meet applicable SFI Specification (25.1E, 25.2, [25.3](#), 25.4, or 25.5) for body/chassis design. Must have current NHRA serialized sticker affixed to the cage before participation.

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PARACHUTE (12/21/09)

Required. Cars running in excess of 200 mph must use dual parachutes ~~with two separate shroud line mounting points using sleeved 1/2-inch bolts. Safety pins must be red flagged and removed prior to burnout.~~ [See General regulations 4:8.](#)

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BODY: 7

FIREWALL (12/21/09)

Required. Each car in competition must be equipped with minimum .024-inch steel or .032-inch aluminum firewall. ~~See Protective Clothing requirements below.~~

SECTION 4D – TOP DRAGSTER

Page 4.17

Class is for dragster and open bodied altered-type vehicles only. Altered must have open front wheels. Full fender and/or running board equipped street roadsters or funny car bodies prohibited. Qualified fields with competition conducted in a dial-in E.T. format. [Minimum 6.00-second dial-in; Maximum 7.70-second dial-in \(3.66 to 4.99-second eighth-mile\).](#)

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ENGINE: 1

SUPERCHARGER (12/21/09)

[Roots-type, high-helix roots-type, centrifugal or screw-type supercharger permitted.](#) ~~Use of high-helix supercharger permitted. Screw-type supercharger permitted.~~ Screw-type supercharger must meet SFI Spec 34.1 and be re-inspected by the manufacturer every three years. Manifold burst panel meeting SFI Spec 23.1 (in addition to panel in supercharger) plus restraint system meeting SFI Spec 14.21 mandatory on all screw-type superchargers. Front engine cars must use a SFI Spec 14.2 or 14.3 supercharger restraint. Rear engine cars must have SFI Spec 14.1, 14.2 or 14.3 supercharger restraint. Supercharger restraint straps must be covered with a fire-resistant material. The blower restraint straps and fuel lines must be installed such that when the restraint straps are fully extended no load is placed on any of the fuel lines. See General Regulations 1:10.

All supercharged dragsters must utilize a torque converter assisted transmission.

SECTION 4K – LEGEND CARS

DESIGNATION

LC, preceded by competition number.

All Legend Cars must be manufactured by U.S. Legend Cars International (formerly 600 Racing, Inc.) as “Stock” or “Original Equipment Manufacturer/OEM” or “Aftermarket” produced by INEX approved manufacture other than Original Equipment Manufacturer. Refer to U.S. Legend Cars International 5245 NC Hwy 49 South, Harrisburg, NC 28025.

The minimum car weight is 1100 pounds. The minimum weight of the car with the driver is 1300 pounds.

Any competitor running quicker than 12.50 e.t. in the quarter-mile or 7.99 e.t. in the eighth-mile or faster than 110 mph at any time will be disqualified from the event.

See additional rule requirements at the end of the Legend Cars section for the state of New Jersey.

Competition structure will be conducted in an E.T. dial-your-own format. Competition permitted with E.T. Motorcycles, E.T. Snowmobiles, All-Terrain Vehicles or Legend Cars only. Competition with standard full sized closed or open-bodied vehicles, Jr. Dragsters or Jr. Comp Dragsters is prohibited.

REQUIREMENTS AND SPECIFICATIONS

ENGINE: 1

ENGINE SERIAL NUMBERS (1/13/2010)

The engine must remain a factory-stock Yamaha FJ1200/XJR1200 or a sealed Yamaha XJR1250 as currently delivered through 600 Racing, Inc. A Yamaha FJ1200/XJR1200 from other countries (Canada, England, etc.) or an FJ1100 may only be used if it meets all the specifications of the U.S. model as delivered through 600 Racing, Inc.

EXHAUST SYSTEM (1/13/2010)

The header and gasket must remain within the stock dimensions. Only INEX-approved S&S or Borla mufflers are MANDATORY. Mufflers must remain stock and may not be internally modified in any way (turning tip away from car is permitted).

CARBURETORS (1/13/2010)

The carburetors and components of the carburetors must remain as stock Yamaha.

OIL CATCH CANS (1/13/2010)

An oil catch can (maximum one-quart capacity) may be used.

OIL COOLERS & LINES (1/13/2010)

Oil coolers must be cooled by air only Aftermarket oil coolers are permitted.

FUEL (1/13/2010)

Only petroleum-based unleaded or leaded gasoline.

FUEL CELL (1/13/2010)

Approved fuel cells (plastic or metal) must be stock as delivered by 600 Racing.

FUEL FILTER (1/13/2010)

Aftermarket fuel filters may be used. No glass fuel filters will be permitted.

FUEL LINES (1/13/2010)

Fuel lines may not be located in or run through the driver's compartment of the frame. Steel braided fuel lines are mandatory.

FUEL SHUT-OFF VALVE or FUEL REGULATOR (1/13/2010)

Aftermarket fuel shut-off valves and fuel regulators are permitted.

DRIVETRAIN: 2

CLUTCH (1/13/2010)

The clutch (plates and springs) may be replaced with any aftermarket type of the same design (no aluminum clutch plates).

TRANSMISSIONS (1/13/2010)

The transmission and transmission gears must remain stock Yamaha FJ1200/XJR1200/XJR1250 (sealed) as delivered by 600 Racing, Inc.

REAR AXLES (1/13/2010)

The long and the short rear axles must remain stock. If one piece axles are used, they must be stamped INEX and be as delivered by 600 Racing, Inc.

REAR ENDS (1/13/2010)

Only 10 bolt pattern/wide flange (5/8") Toyota, locked-steel rear ends are permitted.

DRIVESHAFT (1/13/2010)

The driveshaft, flanges, and u-joints must remain within the stock dimensions, steel thickness, location and configurations as currently delivered by 600 Racing, Inc.

DRIVESHAFT RETAINERS (1/13/2010)

An INEX-approved driveshaft retainer strap is permitted. A maximum of three (3) retainers of 1/4" thickness and 3/4" width are permitted.

BRAKES & SUSPENSION: 3

BRAKES (1/13/2010)

Any of the brake parts that are attached to the rear end or the spindles must remain stock, within the stock dimensions, steel thickness, location and configurations as currently delivered by 600 Racing, Inc.

BRAKE ROTORS (1/13/2010)

Only steel rotors (not drilled or reduced in diameter) are permitted on the front. The minimum permitted thickness of the brake rotor is 8mm wide.

BRAKE DRUMS (1/13/2010)

Only steel drums (not drilled or lightened) are permitted on the rear.

BRAKE & CLUTCH LINES (1/13/2010)

Rubber, hard-line or steel-braided brake and clutch lines are permitted.

STEERING WHEELS (1/13/2010)

Larger or smaller steel steering wheels are allowed, aluminum steering wheels are allowed. Racing style, quick release steering hubs are mandatory.

RACK & PINION STEERING (1/13/2010)

Only the rack & pinion steering box as currently delivered and stamped 600 Racing, Inc. (or Mid-State Machine) is permitted.

FRAME: 4

FRAME (1/13/2010)

Absolutely no modifications of the frame (including roll cage) will be permitted. All frames must have 600 Racing, Inc. I.D. plate secured on the frame, inside left main frame rail.

ROLL BAR PADDING (1/13/2010)

Roll bar padding SFI-45.1 on all bars within 12" of driver's helmet is required.

FIREWALL (1/13/2010)

A metal firewall is mandatory. Firewall must be installed as currently delivered by 600 Racing. Using a "thicker than stock" metal firewall is permitted.

WHEELBASE (1/13/2010)

All cars must compete with O.E.M. wheelbase.

WHEELS & TIRES: 5

TIRES (1/13/2010)

The tire must be a "Legends Edition" 205/60R13 BFGoodrich T/A Comp HR4. Tire may not be soaked, softened, siped (razor cuts), grooved or recapped. The raised white

letters of the BFGoodrich Tires logo must face towards the outside of the car and be visible at all times.

WHEELS (1/13/2010)

Any type of automotive steel wheel (no bead lock) as delivered by 600 Racing that has a 13" diameter and a 7" width and the offset of 3" to 3 1/4" from back rim edge to back of wheel center is permitted. The minimum weight of a tire and wheel must be at least 36.0 pounds without additional weights. All wheel weights must be covered with duct tape. Bleeder or relief valves are not permitted in the wheels.

INTERIOR: 6

SEATS (1/13/2010)

Only INEX-approved factory-manufactured metal seats may be used.

WINDOW NET (1/13/2010)

Mandatory.

BODY: 7

AERODYNAMICS (1/13/2010)

Spoilers, air dams or other aerodynamic devices are not permitted.

FIBERGLASS COMPONENTS (1/13/2010)

All fiberglass components must remain within the stock dimensions, thickness, location and configurations as currently delivered by 600 Racing, Inc.

HOOD (1/13/2010)

Hood louvers are permitted. Replacing the self-locking fasteners on the hood with pins permitted.

SHEET METAL (1/13/2010)

The minimum thickness of sheet metal is .036". The rear deck sheet metal (including the package tray behind the driver) may not be removed or altered in any way unless a fuel cell access hole is used. The fuel cell access hole must be covered with a sheet metal plate and secured at all times when the car is on the track.

WINDSHIELDS/SCREENS (1/13/2010)

All cars must have either a screen or lexan windshield.

ELECTRICAL: 8

BATTERY (1/13/2010)

The battery must remain in its stock location and securely mounted. A battery shut-off switch is mandatory.

DELAY BOX/DEVICE (1/13/2010)

Prohibited. The use of throttle stops, delay devices, timed vehicle-control devices (counters, time displays, etc.) are prohibited. Data recorders prohibited.

IGNITION SYSTEM (1/13/2010)

The complete ignition/engine control system must be the original OEM parts for the Yamaha FJ1200/XJR1200/XJR1250. Electronic throttle (traction) controls are not permitted. In-line fuses only are permitted (no fuse blocks are permitted). Ignition pickup coil wires must run directly to the ignition box and may not be taped or tie wrapped to other wires. No open wires or unused connectors allowed within reach of the driver.

Ignition Control Box - The stock FJ1200/XJR1200/XJR1250 ignition control box (black box) or the red ignition box (marked INEX-Approved and delivered by 600 Racing, Inc.) are the only boxes permitted to be used and they may not be altered or relocated in any way. Only one ignition box is permitted on a car (multiple boxes are illegal). The original stock FJ1200/XJR1200/XJR1250 rev limiting system must be in proper working condition and may not exceed 10,500 rpm.

SUPPORT GROUP: 9

FIRE EXTINGUISHERS (1/13/2010)

On-board fire extinguisher required.

DRIVER: 10

CREDENTIALS (1/13/2010)

Valid state, government issued driver's license beyond a learner's permit level, or NHRA Competition Licenses mandatory. Drivers must be at least 16-years of age. See General Regulations 10:4.

HELMET (1/13/2010)

Full-face Snell SA2000, SA2005, or SFI 31.2A helmet mandatory.

FIRE RETARDANT GLOVES (1/13/2010)

Fire retardant gloves are mandatory. Gloves must have SFI 3.3/1.

FIRE SUIT (1/13/2010)

All drivers must wear a fire retardant suit or jacket and pant with SFI 3.2A/5.

SAFETY HARNESS (1/13/2010)

Three-inch driver restraint system meeting SFI spec 16.1 mandatory. Must be updated at 2 year intervals from date of manufacture.

RACING SHOES (1/13/2010)

Drivers must wear shoes SFI 3.3/1.

NECK RESTRAINT SYSTEM (1/13/2010)

Neck Collar meeting SFI spec 3.3 mandatory. An SFI-approved head and neck restraint device/system is permitted. When using a head and neck restraint device/system, at all times that the driver is in the race vehicle, from the ready line until the vehicle is on the return road, driver must properly utilize the SFI-approved head and neck restraint device/system, including connecting the helmet as required for full functionality of the device. The device/system must meet SFI Spec 38.1 and must display a valid SFI label. The head and neck restraint device/system, when connected, must conform to the manufacturer's mounting instructions, and it must be configured, maintained, and used in accordance with the manufacturer's instructions. A head and neck restraint device can be used with or without, a neck collar; when a neck collar is not used, an SFI 3.3 head sock or SFI Spec. 3.3 skirted helmet is required.

NEW JERSEY STATE REQUIREMENTS (1/13/2010)

The following modifications to a Legend Car are required to race in NJ:

- 1.) Steel plates welded onto existing passenger side door.
- 2.) Nomex boot attached to seat back covering the existing safety harness hole.
- 3.) Fuel shut off switch must be located on the top horizontal shelf behind driver's right shoulder on flat sheet metal. Switch must be clearly marked with red tape, ON - OFF.
- 4.) Plastic battery box.
- 5.) Pad on steering wheel.
- 6.) Remove threaded rods on existing fuel cell bars and replace with 5/16" bolts through fuel cell bar. Bushings must be installed in holes drilled for new bolts passing through fuel cell bars.
- 7.) Add to the door strike plates with 3/16" thick, 1-1/2" x 1- 1/2" angle iron that is 5" in length. Weld the angle iron on each door strike plate so that the angle iron prevents the door from closing in towards the driver.

SECTION 5 – NHRA GET SCREENED AMERICA PRO MOD DRAG RACING SERIES

Page 5.3

ENGINE: 1

OIL RETENTION DEVICE (12/18/09)

~~Engine~~ Supercharged and turbocharged entries must be equipped with a properly fitting lower-engine ballistic/restraint device meeting SFI Spec 7.1. If restraint device is not 2 inches minimum above the ground, a shield firmly attached to frame rails to support restraint device mandatory. ~~or an~~ Nitrous-assisted entries permitted to use a NHRA accepted composite lower engine oil retention device and belly pan. The belly pan must be constructed of NHRA accepted composite material with vertical folded-up walls, at least 4-inches tall. ~~minimum .032-inch steel, .060-inch aluminum, or carbon fiber and~~

Pan must extend from framerrail to framerrail and extend ~~from forward of~~ the front motor plate ~~harmonic balancer or lower pulley and~~ to the rear of the engine block. ~~and must incorporate a minimum 2-inch vertical folded-up walls lip on all sides.~~ Minimum number of slots or holes in the walls to clear frame, steering, or lines permitted. Front and rear walls must be "coved" toward oil pan a minimum of 1/2-inch to assist oil in staying within the confines of the oil-retention device. Pan must be attached with a minimum of three attachment points per side. Nonflammable, oil absorbent liner is mandatory inside of belly pan. See General Regulations 1:8.

Page 5.3 – 5.4

DRIVETRAIN: 2

CLUTCH, FLYWHEEL, FLYWHEEL SHIELD (12/18/09)

Flywheel and clutch meeting SFI Spec 1.3, 1.4, or 1.5, ~~three~~ 3 discs maximum with a maximum disc diameter of 11 inches or 4 discs maximum with a maximum disc diameter of 8 inches, ~~and~~ Flywheel shield meeting SFI Spec 6.2 or 6.3 mandatory. Maximum depth of flywheel shield: 9.400 ~~8-5/8~~ inches. Clutch must be manually operated by driver's foot: Electronics, pneumatics, hydraulics, or any other device may in no way affect the clutch system. Throw-out bearing must release all fingers, levers, stages, etc. simultaneously. Staged or variable release clutches of any description prohibited. See General Regulations 2:3, 2:5, 2:6, 2:8.

DRIVELINE (1/26/10)

Driveshaft meeting SFI Spec 43.1 mandatory. Each end of driveshaft must have round 360-degree driveshaft loops within 6 inches of U-joints. Full 360-degree driveshaft tube mandatory over yoke, extending from transmission tail shaft a minimum length of 9 inches. Minimum thickness of tube housing is .050-inch chromoly or titanium. Two-piece accepted with minimum 6 3/8-inch Grade 8 bolts. See General Regulations 2:4.

REAR END (12/18/09)

All rear ends must be NHRA-accepted. A current list of NHRA-accepted rear ends is available on NHRA.com. Aftermarket axles with minimum 5/8-inch-diameter studs and axle-retention device mandatory. Periodic Magnaflux check of axles recommended. Full-floating or live axle units mandatory on supercharged and turbocharged entries. Fabricated flanged rear ends with mis/self-aligning bearings permitted on nitrous-assisted entries. Maximum (numeric) rear-end gear ratio 4.57-to-1 for supercharged and turbocharged entries. See General Regulations 2:11.

TRANSMISSION, AUTOMATIC (1/26/10)

Permitted. Must be equipped with a neutral safety switch and a reverse lockout. Transmission brake permitted. Electric transbrake release system only. Automated, electric, or pneumatic shifting devices permitted; must be controlled by preset engine rpm and/or time functions ONLY. Transmission shield meeting SFI Spec 4.1 mandatory. Automatic transmission flexplate meeting SFI Spec 29.1 and flexplate shield meeting SFI

Spec 30.1 mandatory. Lockup converters and overdrive units are prohibited. A 1 to 1 relationship is mandatory in high gear. See General Regulations 2:12, 2:14.

TRANSMISSION, MANUAL (1/26/10)

Aftermarket planetary transmission permitted. All transmissions must ~~have a neutral position and~~ be equipped with a SFI Spec 4.1 transmission shield. Supercharged entries limited to maximum of three forward speeds (two planetaries) and reverse, all other entries limited to maximum of five forward speeds (four planetaries) and reverse. Aftermarket converter drive units permitted. When an aftermarket converter drive is utilized a SFI Spec 6.1 or 6.3 flywheel shield, ~~billet torque converter~~, and a SFI Spec 29.1 flexplate is mandatory. Lockup converters and overdrive units are prohibited. A 1 to 1 relationship is mandatory in high gear for all transmission types. Automated, ~~electric, or pneumatic shifter and/or timer/rpm type~~ shifting devices ~~permitted prohibited; must be controlled by preset engine rpm and/or time functions ONLY. 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.

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TIRES & WHEELS: 5

WHEELS (12/18/09)

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.

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BODY: 7

BELLYPAN (12/18/09)

Permitted on all cars. ~~Required on vehicles utilizing non-SFI lower engine oil retention device.~~

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ELECTRICAL: 8

BATTERY (12/18/09)

Maximum two batteries; total weight wet, fully charged, including battery box: 100 pounds. ~~Trunk installation mandatory.~~ See General Regulations 8:1.

STARTER (12/18/09)

All entries must be self starting with an onboard starter. The use of remote-mounted battery packs permitted for starting purposes only. See General Regulations 8:5.

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SUPPORT GROUP: 9

FIRE EXTINGUISHER SYSTEM (12/18/09)

Minimum 20-pound NHRA-accepted fire extinguishing system mandatory. System must be divided so that a minimum of 15 pounds is directed into engine compartment by means of nozzled outlets placed in front of each bank of exhaust headers. Remaining 5 pounds or more should be dispersed in driver compartment by means of an atomizing nozzle placed at driver's feet. Must be installed per manufacturer's specifications. Fire bottle activation cables must be installed inside framerail where cables pass engine/bellhousing area. [All cars are required to have a pneumatic cylinder, pressurized by the fire system that will activate the master kill switch and shut off the engine when fire system is activated.](#) See General Regulations 9:3 for NHRA accepted fire extinguishing agents.

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PRESSURIZED BOTTLES (1/6/10)

Maximum one pressurized container per vehicle (excluding nitrous [and fresh-air system](#) bottles). See General Regulations 9:8.

Page 5.8

DRIVER: 10

FRESH-AIR SYSTEM (12/18/09)

~~All cars must be equipped with a fresh air breathing system; helmets must meet applicable Snell or SFI specs with fresh air system installed. Compressed air only. Air can be supplied "on demand" or by constant pressure/flow.~~

SECTION 10 – SUPERSTOCK

Page 10.5

Section 10A – Super Stock

DRIVETRAIN: 2

TRANSMISSION, Manual (2/8/10)

OEM or NHRA-accepted aftermarket transmissions having same number of forward speeds (O.D. gear not required) as original, and reverse, may be used. All gear changes must result from direct action by the driver. Pneumatic, hydraulic, electric, etc. shifters prohibited. Floor shift-conversion kits permitted. Clutchless transmissions [permitted](#) ~~prohibited. Clutch must be used to change gears in a conventional manner.~~ If any engine/manual transmission combination is listed in the class blueprint specification as being available with only a three-speed manual transmission, it may be replaced with any four-speed manual transmission. See General Regulations 2:12.

Page 10.7

FRAME: 4

PARACHUTE (1/6/10)

[Mandatory on any car that runs 150 MPH or faster. See General Regulations 4:8](#)

Page 10.16

Section 10D – Modified Stock

DRIVETRAIN: 2

TRANSMISSION, Manual (2/8/10)

Aftermarket transmission permitted; maximum four forward speeds. All gear changes must result from direct action by the driver. Pneumatic, hydraulic, electric, etc. shifters prohibited. Clutchless transmissions [permitted](#) ~~prohibited~~. ~~Clutch must be used to change gears in a conventional manner~~. Clutch-assisted automatic transmissions use stick-shift weight break. ES through GS, five forward speeds maximum. See General Regulations 2:12.

Page 10.23

Section 10F – Modified

DRIVETRAIN: 2

TRANSMISSION, Manual (2/8/10)

Aftermarket transmission permitted; minimum three forward speeds. All gear changes must result from direct action by the driver. Pneumatic, hydraulic, electric, etc. shifters prohibited. Clutchless transmissions [permitted](#) ~~prohibited~~. ~~Clutch must be used to change gears in a conventional manner~~. Clutch-assisted automatic transmissions use stick-shift weight break. See General Regulations 2:12.

SECTION 11 – COMP

Page 11.7

Section 11A – Gas Dragster

BODY: 7

AIRFOIL (2/8/10)

Side-mounted canard-type units permitted, [must be](#) securely mounted. [Mandatory on front-engine cars in A/D, B/D, C/D, D/D, A/DA, B/DA, C/DA, D/DA, H/D and I/D without a rear wing. Minimum 200 square inches per side; maximum of 400 square inches per side; may not extend more than 1 inch outside rear tires.](#) No part of canards/wings may be within 6 inches of rear tire. Frontal air dam permitted. Maximum projection ahead of spindle centerline: 30 inches. Width cannot exceed front tread width. Maximum rise: 10 inches. Projection behind front axle, outside of frameroils prohibited. Spill plates permitted, not to exceed 9 inches in height. Ground clearance must be 3 inches. Rear wing mandatory [on rear-engine cars or front-engine cars without side-mounted canards](#) in A/D, A/DA, B/D, B/DA, C/D, C/DA, D/D, D/DA, H/D, and I/D; minimum area 350 square inches, maximum 750 square inches, minimum height 55 inches (measured vertically from trailing edge to ground). Spill plates must be flat/straight and parallel and measure a minimum of 50 square inches each. Leading edge of wing may be no more than 10 inches maximum from centerline of rear axle. Wing may not be configured or installed so as to generate negative downforce or lift. Any adjustment or movement during run prohibited. See General Regulations 7:1.

Page 11.11

Section 11B – Econo Dragster

BODY: 7

AIRFOIL (2/8/10)

Side-mounted canard-type units permitted, [must be](#) securely mounted. [Mandatory on front-engine cars in A/ED, B/ED/ C/ED and D/ED without a rear wing. Minimum 200 square inches per side; maximum 400 square inches per side; may not extend more than 1-inch outside rear tires.](#) No part of wings/canards may be within 6 inches of rear tire. Frontal air dam permitted. Maximum projection ahead of spindle centerline: 30 inches. Width cannot exceed front tread width. Maximum rise: 10 inches. Projection behind front axle, outside framersails, prohibited. Spill plates permitted, not to exceed 9 inches in height. Ground clearance must be 3 inches. Any adjustment or movement during run prohibited. Rear wing mandatory [on rear-engine cars and front-engine cars without side-mounted canards](#) in A/ED, B/ED, C/ED and D/ED; minimum area 350 square inches, maximum 750 square inches, minimum height 55 inches (measured vertically from trailing edge to ground). Spill plates must be flat/straight and parallel and measure a minimum of 50 square inches each. Leading edge of wing may be no more than 10 inches maximum from centerline of rear axle. Wing may not be configured or installed so as to generate negative downforce or lift. [Any adjustment or movement during run prohibited.](#) See General Regulations 7:1.

Page 11.16

Section 11D – Altered & Street Roadster

CLASSES (12/8/09)

AA/AF - Maximum ~~153~~ ~~164.00~~ cubic inches; turbocharged, 4-cylinder, 4-valve only. Front-wheel drive only, full-tube chassis permitted. Minimum weight: GM Ecotec, 2,050 pounds, all others 1,750 pounds, ~~153.01 cubic inches or larger, 2,350 pounds.~~
[Competitors may use engines up to 176 cubic inches maximum but must add 16 pounds per cubic inch to the minimum weight for each cubic inch over 153.](#)

BB/AF - Maximum ~~153.00~~ cubic inches; turbocharged, 4-cylinder, 4-valve only. Front-wheel drive only, full-tube chassis prohibited. Minimum weight: GM Ecotec, 2,350 pounds, all others 2,050 pounds. [Competitors may use engines up to 158 cubic inches maximum but must add 16 pounds per cubic inch to the minimum weight for each cubic inch over 153.](#)

Page 11.35

Section 11G – Super Modified

ENGINE: 1

ENGINE (12/8/09)

Must be naturally aspirated in classes A through I. OEM block mandatory in A through I. Corporate engine permitted. Engine setback or raising engine prohibited. Motor plates and mid-mounts permitted. Any internal engine modification permitted. OEM bore center spacing mandatory. ~~OEM aftermarket small block Chevrolet (SBC) engines with bore centers greater than 4.420 inches are not permitted.~~ See General Regulations 1:2.

SECTION 12 – TOP ALCOHOL DRAGSTER

Page 12.7

FRAME: 4

PARACHUTE (1/6/10)

Dual parachutes mandatory. Two separate shroud line mounting points mandatory [with sleeved ½-inch minimum grade 8 steel bolts. Shroud line mounting brackets must be constructed of minimum 3/16-inch 4130 steel.](#) See REAR WINGS & SUPPORTS. See General Regulations 4:8.

SECTION 13 – TOP ALCOHOL FUNNY CAR

Page 13.3

FRAME: 4

PARACHUTE (1/6/10)

[Dual parachutes mandatory. Two separate shroud line mounting points mandatory with sleeved ½-inch minimum grade 8 steel bolts. Shroud line mounting brackets must be constructed of minimum 3/16-inch 4130 steel.](#) The parachute floor must be flat and may not extend more than 6 inches rearward or beyond the parachute pack, whichever is less. The measurement will be taken from the mounting point on the rear of the body. The use of a wicker prohibited. See General Regulations 4:8.

SECTION 14 – PRO STOCK MOTORCYCLE

Page 14.1

DESIGNATION (2/8/10)

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

(up to 160 cid; 45- to 60-degree angle, 2-valve) - 620 pounds

(up to 160 cid; 45- to 60-degree angle, 4-valve) - 640 pounds

NHRA-accepted American pushrod V-Twin

(up to 160 cid; 45- to 60-degree angle) - 625 pounds

Harley-Davidson

(161 to 200 cid; 45-degree maximum) - 600 pounds

NHRA-accepted American pushrod V-Twin

(161 to 200 cid; 45-degree maximum) - 610 pounds

Kawasaki (92 cid) - 565 pounds

Kawasaki (101 cid, 4-valve) - 575 pounds

Suzuki (92 cid) - 590 pounds

Suzuki ([107](#) ~~101~~ cid, 2-valve) - 595 pounds

Suzuki (101 cid, 4-valve) - 595 pounds

Page 14.2

ENGINE: 1

ENGINE (2/8/10)

Must be of a type specifically designed and manufactured for a production motorcycle. Harley V-Twin or NHRA-accepted American pushrod V-Twin, 45-degree case only, maximum 3278cc (200 cid). NHRA-accepted aftermarket Harley-Davidson or American pushrod V-Twin engine cases with cylinder angle between 45 and 60 degrees, up to 160 cid, permitted. Kawasaki and Suzuki [4-valve engines](#), maximum 1655cc (101 cid). [Suzuki 2-valve engines, maximum 1753cc \(107 cid\)](#). Contact NHRA for accepted cases. NHRA may designate specific acceptable OEM and/or aftermarket cases for specific makes of motorcycles. Only the Suzuki OEM production or NHRA-accepted engine case is permitted for use in Suzuki Pro Stock Motorcycles. Only the Kawasaki OEM production or NHRA-accepted engine case is accepted for use in Kawasaki Pro Stock Motorcycles. Only the Harley-Davidson NHRA-accepted engine is permitted for use in Harley-Davidson Pro Stock Motorcycles. Only the NHRA-accepted American pushrod V-Twin engine case is accepted for use in Buell-bodied and/or NHRA-specified body combinations. Maximum permitted cylinder offset for Harley- Davidson engine and the NHRA-accepted American pushrod V-Twin engine is 1 inch. Modifications to main engine cases are prohibited except for repair purposes. All engines must be self-starting; plug-in electric starters permitted. Push or roller starts prohibited. NHRA-accepted aftermarket engine cases permitted.

All moving engine components are restricted to aluminum, steel, iron, titanium, or other conventional alloys; carbon fiber, Kevlar, ceramics, composites, beryllium, or other exotic materials prohibited. See General Regulations 1:2.

SECTION 16 – FUNNY CAR

Page 16.5

FRAME: 4

PARACHUTE (12/21/09)

Dual parachutes mandatory. Two separate shroud line mounting points mandatory [with sleeved ½-inch minimum grade 8 steel bolts. Shroud line mounting brackets must be constructed of minimum 3/16-inch 4130 steel or titanium](#). Shroud lines must be covered with 1/16-inch-thick leather or NHRA-accepted material from mounting point into the pack. Two separate release cables mandatory. Parachute mounting box must be NHRA-accepted prior to competition. The parachute floor must be flat and may not extend more than 6 inches rearward or beyond the parachute pack, whichever is less. The measurement will be taken from the mounting point on the rear of the body. The use of a wicker prohibited. See General Regulations 4:8.

SECTION 17 – TOP FUEL

Page 17.6

FRAME: 4

PARACHUTES (12/21/09)

Dual parachutes mandatory. Two separate shroud line mounting points mandatory [with sleeved ½-inch minimum grade 8 steel bolts. Shroud line mounting brackets must be constructed of minimum 3/16-inch 4130 steel or titanium.](#) Shroud lines must be covered with 1/16-inch thick leather or NHRA-accepted material from mounting point into the pack. Two separate release cables mandatory. [See WINGS & SUPPORTS.](#) See General Regulations 4:8.

SECTION 20 – GENERAL REGULATIONS

Page 20.10

DRIVETRAIN: 2

2:6 FLYWHEEL SHIELD & MOTORPLATE: General (12/8/09)

(1st paragraph)

The use of aluminum bellhousing is permitted in all categories and applications. The aluminum bellhousing must meet applicable SFI Specifications. Absolutely no modifications to as-manufactured design are permitted on SFI Spec 6.1, 6.2, 6.3, or 9.1 flywheel shields and/or liners. [An SFI Spec 6.1W bellhousing is also acceptable wherever an SFI Spec 6.1 bellhousing is mandatory or permitted.](#) All 6.2 and 6.3 titanium bellhousings must be reinspected and recertified yearly. SFI 6.1 titanium and aluminum bellhousings and SFI 6.2 or 6.3 steel bellhousings must be reinspected and recertified every two years (or as specified by the manufacturer). SFI 6.1 or 9.1 bellhousings must be reinspected and recertified every five years (6.1) or every two years (9.1). Where SFI Spec bellhousings are mandatory, all applicable liners, large mounting fasteners, motor plates, etc., as required by SFI Specs or the manufacturer, must be properly installed.

Page 20.13

(1st paragraph)

2:13 TRANSMISSION, Aftermarket Planetary (12/8/09)

A transmission shield covering transmission and reverser that meets SFI Spec 4.1 is mandatory if engine burns nitromethane; [or engine burns methanol or nitrous oxide and runs 9.99 seconds or quicker; or vehicle runs 7.49 seconds or quicker;](#) or [engine is supercharged or turbocharged;](#) or on any overdrive unit. Air shifter bottles must be stamped with DOT-1800 pound rating (minimum) and be securely mounted (i.e., no tie-wraps or hose clamps).

Page 20.17

FRAME: 4

4:8 PARACHUTES (12/8/09)

If outlined in Class Requirements, it is mandatory to have a braking parachute produced by a recognized drag racing parachute manufacturer. Tech inspectors may observe the proper operation of the parachute 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. 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 fireresistant material from the mounting point to the pack. Parachutes must have their own independent mounting with sleeved 3/8 1/2-inch minimum steel bolts or steel pins required for all applications. Shroud line(s) mounting brackets must be constructed of minimum .090-inch steel. ~~Material around the holes for the bolts/pins must be equal to or greater than the bolt/pin size.~~ 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 require separate shroud-line mounting points for each parachute system.

Page 20.26

4:12 WHEELBASE (1/6/10)

Minimum 85 90 inches, unless car has original engine in original location and is shorter than original, or noted in class requirements. Maximum wheelbase variation from left to right is 1 inch, unless otherwise noted in Class Requirements.