



2010 NHRA Rule Amendments

Last Amended September 10, 2010

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2010 NHRA Rule Amendments

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Note:

Additions are Blue underline

Deletions are ~~Red strikethrough~~

SECTION 1 – ADMINISTRATIVE PROCEDURES & APPEALS

Page 1.23

ENVIRONMENTAL MANAGEMENT RESPONSIBILITIES FOR ALL PARTICIPANTS (March 1, 2010)

NHRA is committed to protecting the environment at racing venues. Toward this end, the NHRA has developed the following rules regarding the use, possession and disposal of regulated waste(s) at NHRA events and/or facilities, effective at all National Events beginning with the 2010 Gainesville race:

1. **Compliance with Mandatory Training.** Each Participant must participate (in person or online) in a mandatory training session regarding environmental issues as they relate to racing. Each owner and team member must sign a certification of training and acknowledgement of the rules. All team members and those working on behalf of the team are subject to this rule and will be bound by any team representative's certification of agreement to comply with the rule. Training is available online on the National Event Registration website and will be available in printed form onsite at NHRA Registration Trailer. In addition there will be an on-site contact for questions will be available at the Gatornationals.
2. **No Halogenated or Chlorinated Brake Cleaners.** No Halogenated and/or Chlorinated brake cleaning products may be used at NHRA events or facilities.
3. **Participant Responsibility.** The responsibility for compliance with Federal, State or local regulations governing solid, recyclable and/or hazardous wastes (known as "Waste Regulations") belongs to the Participant, not NHRA or any track. Each Participant must properly store, use, dispose of and account for any and all materials in the Participant's possession that may be subject to Waste Regulations and be in compliance with all such Waste Regulations at all times, and must comply with any rules or procedures of the host track or its designated waste handling company. Should any Participant be found to be out of compliance, the Participant shall be responsible for any and all penalties, fines, costs and clean up necessary for compliance.
4. **Enforcement.** NHRA will work with the applicable governmental entities, agencies and track to monitor violations of any applicable environmental regulations. Non-compliance with an NHRA environmental standard or a governmental standard threatens the integrity of the sport of drag racing

and the ability of NHRA and member tracks to provide venues for racing. Therefore, any violations will be dealt with accordingly. NHRA penalties are separate and apart from any civil or criminal penalties or other action that may be taken by any governmental entity or law enforcement agency.

5. **Zero Tolerance.** There shall be a “zero tolerance” policy with regard to the improper use or disposal of any solid or hazardous waste that causes pollution so as to harm or injure human health or welfare, the environment, animals, plants, aquatic life or property, as defined by any agency exercising jurisdiction over such activities.
6. **Penalties.** Penalties for failure to comply with any portion of this policy will be assessed by NHRA in NHRA’s sole and absolute discretion, and taking into account the circumstances surrounding the violation. A minimum \$1,000 fine will be imposed for any violation. Penalties may also include disqualification, loss of points, suspension, or such other penalties as deemed appropriate by NHRA. Repeat violations may result in permanent suspension from NHRA Championship Drag Racing events and NHRA member track events.

SECTION 3 – POINTS AND RELATED PROGRAMS

Page 3.6 - 3.7

LOGO PLACEMENT (March 1, 2010) (2nd paragraph)

In addition, no participant in an NHRA Full Throttle Drag Racing Series event may display on his or her driver uniform, team uniform, vehicle, transporter, trailer, or in any other way at the NHRA Full Throttle Drag Racing Series event site, any non-Full Throttle “Energy Drink” beverage name, mark, logo, or other indicia, unless such Energy Drink sponsorship is evidenced by a signed contract for FULL SEASON PRIMARY SPONSORSHIP existing as of December 31, 2010 or before, and has been approved by NHRA under ~~was approved by NHRA under the terms of~~ the “Grandfather Clause” announced in February 2010 ~~April 2008~~ (or was previously approved under the April 2008 Grandfather Clause).

“Energy Drink” shall mean energy drinks and energy drink branded products (whether or not the product is an energy drink or other beverage product), but NO PEPSICO PRODUCTS ARE ELIGIBLE FOR TREATMENT UNDER THE GRANDFATHER CLAUSE. Full details of requirements to qualify under the Grandfather Clause are available from the NHRA Marketing Department. ~~In addition, no participant in an NHRA Full Throttle Drag Racing Series event may display on his or her driver uniform, team uniform, vehicle, transporter, trailer, or in any other way at the NHRA Full Throttle Drag Racing Series event site, any non-POWERade isotonic/sports drink beverage name, mark, logo, or other indicia, unless all of the following criteria are met: (i) vehicle competes in a professional class; (ii) vehicle competes in at least 20 national events per year, or for Pro Stock Motorcycle, at least 14 national events per year.~~ Any participant who violates the foregoing rule shall be banned from competition at the NHRA

Full Throttle Drag Racing Series event. ~~For 2010, isotonic/sports drink sponsors will be allowed at any level of team sponsorship.~~

NHRA Get Screened America Pro Mod Drag Racing Series – Vehicle

(December 18, 2009)

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

(December 18, 2009)

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 (January 6, 2010)

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.

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DRIVER: 10

PROTECTIVE CLOTHING (March 1, 2010)

9.99 (*6.39) to 7.50 (*4.50) front-engine, open-bodied vehicles ~~(or closed-bodied without an OEM or full .024-inch steel firewall)~~ with nitrous oxide, supercharger~~d~~, or turbocharger~~(s)d~~: 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.

SECTION 4B – ADVANCED E.T.

Page 4.11

SUPPORT GROUP: 9

FIRE EXTINGUISHER SYSTEM (March 1, 2010)

Minimum 5-pound NHRA accepted system mandatory on all cars, except rear engine cars WITHOUT an enclosed cockpit. Minimum 20-pound NHRA accepted system mandatory on all front-engine open-bodied vehicles with supercharger or turbocharger(s) and all supercharged methanol-burning cars (full-bodied or Funny Car). System must be divided with a minimum one nozzle directed into the driver compartment and minimum one nozzle directed into the engine compartment. See General Regulations 9:3 for NHRA-accepted fire extinguishing agents.

~~Minimum 5-pound NHRA-accepted system mandatory on front-engine open-bodied alcohol non-supercharged/turbocharged car and on any rear-engine car with an enclosed cockpit.~~

~~Minimum 20-pound NHRA-accepted system mandatory on all front-engine open-bodied alcohol-burning supercharged/turbocharged cars. See General Regulations 9:3 for accepted agents.~~

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DRIVER: 10

PROTECTIVE CLOTHING (March 1, 2010)

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, except front-engine open-bodied vehicles with, superchargerd, or turbocharger(s)d ~~open-bodied cars~~: Jacket and pants or suit meeting SFI Spec 3.2A/20, gloves meeting SFI Spec 3.3/15, and boots or shoes meeting SFI Spec 3.3/15 mandatory. 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 not used. See General Regulations 10:10.

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 (December 21, 2009)

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.

Page 4.14

FRAME: 4

CHASSIS (December 21, 2009)

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 (December 21, 2009)

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 (December 21, 2009)

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

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SUPPORT GROUP: 9

FIRE EXTINGUISHER SYSTEM (March 1, 2010)

Mandatory on all cars. Minimum 5-pound NHRA-accepted system. ~~System must be divided with one nozzle on driver's side and one nozzle on engine.~~

Supercharged ~~methanol-burning cars, alcohol~~, minimum: 20-pound NHRA-accepted system. [System must be divided with a minimum one nozzle directed into the driver compartment and minimum one nozzle directed into the engine compartment.](#) See General Regulations 9:3 for accepted agents.

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 (December 21, 2009)

[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.

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SUPPORT GROUP: 9

FIRE EXTINGUISHER SYSTEM (March 1, 2010)

Minimum 5-pound NHRA accepted system mandatory on all rear engine cars WITH an enclosed cockpit. Minimum 20-pound NHRA accepted system mandatory on all front-engine open-bodied vehicles with supercharger or turbocharger(s). System must be divided with a minimum one nozzle directed into the driver compartment and minimum one nozzle directed into the engine compartment. See General Regulations 9:3 for NHRA-accepted fire extinguishing agents.

~~Minimum 5-pound NHRA-accepted system mandatory on front-engine open-bodied alcohol non-supercharged/turbocharged car and on any rear engine car with an enclosed cockpit.~~

~~Minimum 20-pound NHRA-accepted system mandatory on all front-engine open-bodied alcohol-burning supercharged/turbocharged cars. See General Regulations 9:3 for accepted agents.~~

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DRIVER: 10

PROTECTIVE CLOTHING (March 1, 2010)

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, except front-engine open-bodied vehicles with, supercharger~~d~~, or turbocharger~~(s)~~ ~~and open-bodied cars~~: Jacket and pants or suit meeting SFI Spec 3.2A/20, gloves meeting SFI Spec 3.3/15, and boots or shoes meeting SFI Spec 3.3/15 mandatory. See General Regulations 10:10.

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 (January 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 (January 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 (January 13, 2010)

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

OIL CATCH CANS (January 13, 2010)

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

OIL COOLERS & LINES (January 13, 2010)

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

FUEL (January 13, 2010)

Only petroleum-based unleaded or leaded gasoline.

FUEL CELL (January 13, 2010)

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

FUEL FILTER (January 13, 2010)

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

FUEL LINES (January 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 (January 13, 2010)

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

DRIVETRAIN: 2

CLUTCH (January 13, 2010)

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

TRANSMISSIONS (January 13, 2010)

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

REAR AXLES (January 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 (January 13, 2010)

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

DRIVESHAFT (January 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 (January 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 (January 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 (January 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 (January 13, 2010)

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

BRAKE & CLUTCH LINES (January 13, 2010)

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

STEERING WHEELS (January 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 (January 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 (January 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 (January 13, 2010)

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

FIREWALL (January 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 (January 13, 2010)

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

WHEELS & TIRES: 5

TIRES (January 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 (January 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 (January 13, 2010)

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

WINDOW NET (January 13, 2010)

Mandatory.

BODY: 7

AERODYNAMICS (January 13, 2010)

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

FIBERGLASS COMPONENTS (January 13, 2010)

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

HOOD (January 13, 2010)

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

SHEET METAL (January 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 (January 13, 2010)

All cars must have either a screen or lexan windshield.

ELECTRICAL: 8

BATTERY (January 13, 2010)

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

DELAY BOX/DEVICE (January 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 (January 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 (January 13, 2010)
[On-board fire extinguisher required.](#)

DRIVER: 10
CREDENTIALS (January 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 (January 13, 2010)
[Full-face Snell SA2000, SA2005, or SFI 31.2A helmet mandatory.](#)

FIRE RETARDANT GLOVES (January 13, 2010)
[Fire retardant gloves are mandatory. Gloves must have SFI 3.3/1.](#)

FIRE SUIT (January 13, 2010)
[All drivers must wear a fire retardant suit or jacket and pant with SFI 3.2A/5.](#)

SAFETY HARNESS (January 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 (January 13, 2010)
[Drivers must wear shoes SFI 3.3/1.](#)

NECK RESTRAINT SYSTEM (January 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 (January 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 (December 18, 2009)

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 framerail to framerail 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 (December 18, 2009)

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 (January 26, 2010)

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 (December 18, 2009)

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 (March 22, 2010)

~~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 (March 22, 2010)

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~~ shifters 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.

Page 5.6

TIRES & WHEELS: 5

WHEELS (December 18, 2009)

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.

Page 5.6

BODY: 7

BELLYPAN (December 18, 2009)

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

Page 5.7

ELECTRICAL: 8

BATTERY (December 18, 2009)

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

STARTER (December 18, 2009)

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.

Page 5.7 – 5.8

SUPPORT GROUP: 9

FIRE EXTINGUISHER SYSTEM (December 18, 2009)

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.

Page 5.8

PRESSURIZED BOTTLES (January 6, 2010)

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 (December 18, 2009)

~~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 6 – SUPER STREET

Page 6.7

DRIVER: 10

PROTECTIVE CLOTHING (March 1, 2010)

Jacket and pants or suit meeting SFI Spec 3.2A/1 mandatory. Driver of any car faster than 135 mph, jacket and pants meeting SFI Spec 3.2A/5 and gloves meeting SFI Spec 3.3/1 mandatory, except. ~~Exception: SFI Spec 3.2A/15 suit, 3.3/5 gloves, and 3.3/5~~

~~boots/shoes mandatory in supercharged or turbocharged, front-engine, open-bodied cars or when automatic transmission is located in driver compartment; 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. For all open-bodied cars where the driver does not use an SFI 3.3 neck collar (driver who uses head and neck restraint system only), an SFI 3.3 head sock or SFI 3.3 skirted helmet mandatory.~~ See General Regulations 10:10.

SECTION 7 – SUPER GAS

Page 7.2

DRIVER: 10

PROTECTIVE CLOTHING (March 1, 2010)

Jacket and pants meeting SFI Spec 3.2A/5 and gloves meeting SFI spec 3.3/1 mandatory for all cars, except front-engine open-bodied vehicles with supercharger or turbocharger(s) or when automatic transmission is located in driver compartment: 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. drivers. ~~Exception: SFI Spec 3.2A/15 suit, 3.3/5 gloves, and 3.3/5 boots/shoes mandatory in supercharged or turbocharged, front-engine, open-bodied cars or when automatic transmission is located in driver compartment.~~ For all open-bodied cars where the driver does not use an SFI 3.3 neck collar (driver who uses head

and neck restraint system only), an SFI 3.3 head sock or SFI 3.3 skirted helmet mandatory. See General Regulations 10:10.

SECTION 9 – STOCK

Page 9.9

INTERIOR: 6

UPHOLSTERY (April 15, 2010)

Must have full factory-type upholstery [for year/model claimed](#), including factory-type floor mats or carpet, door panels and headliner, and front and rear seats. Interior gutting prohibited. Driver's seat tracks may be bolted down. Sun visors optional. Rear seat may be removed when roll bar is installed; area must be carpeted or upholstered equivalent to factory specifications (no bare paneling). See General Regulations 6:2.

SECTION 10 – SUPERSTOCK

Page 10.5

Section 10A – Super Stock

DRIVETRAIN: 2

TRANSMISSION, Manual (February 8, 2010)

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 (January 6, 2010)

[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 (February 8, 2010)

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 (February 8, 2010)

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 (April 15, 2010)

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 175 square inches per side; maximum of 350 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. Front-engine cars utilizing a rear wing must have wing attached directly to roll cage (i.e. no wing struts). See General Regulations 7:1.

Page 11.11

Section 11B – Econo Dragster

BODY: 7

AIRFOIL (April 15, 2010)

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 175 square inches per side; maximum 350 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 framerails, 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. Front-engine cars utilizing a rear wing must have wing attached directly to roll cage \(i.e. no wing struts\).](#) See General Regulations 7:1.

Page 11.16

Section 11D – Altered & Street Roadster

CLASSES (December 8, 2009)

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

CARBURETOR (August 11, 2010)

Class C, one NHRA-accepted 4-barrel, maximum 850cfm, standard OEM configuration. Classes E and G, one NHRA-accepted 4-barrel, maximum 750cfm, standard OEM configuration. Classes E and G, throttle bore restricted to manufacturer's dimension, measured at largest point, venturi restricted to manufacturer's dimension plus .025-inch, measured at largest point. Classes A, B, D, F, and H limited to two (only) NHRA-accepted 4-barrel American automotive production carburetors with any internal modifications. [Class I limited to two \(only\) NHRA-accepted 4-barrel American automotive production carburetors with any internal modifications or NHRA-accepted American automotive production electronic fuel-injection with any internal modifications.](#) All classes, minimum throttle-shaft diameter .085-inch, measured at thinnest point. All classes, minimum throttle-plate thickness .040- inch, measured at thinnest point. Prohibited in classes A through I: throttle-bore modifications, cutting and

reassembling, inline multibarrel (i.e., more than two) configuration, slide valve carburetors, motorcycle carburetors, [mechanical](#) fuel injection.

Page 11.36

ENGINE (December 8, 2009)

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 12.5

BRAKES & SUSPENSION: 3

BRAKES (July 14, 2010)

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. 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 NHRA.com.](#) ~~Contact the NHRA Tech Department for approved manufacturer(s).~~ Brake lines passing engine or blower drive must be shielded. See General Regulations 3:1.

[**Effective July 21, 2010](#)

Page 12.7

FRAME: 4

PARACHUTE (January 6, 2010)

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

BRAKES & SUSPENSION: 3

BRAKES (July 14, 2010)

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**.](#) ~~Aluminum front brake rotors prohibited.~~ 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 NHRA.com.](#) ~~Contact the NHRA Tech Department for approved manufacturer(s).~~

**Rear: Effective July 21, 2010

**Front: Effective August 11, 2010

Page 13.3

FRAME: 4

PARACHUTE (January 6, 2010)

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.

Page 13.4 – 13.5

BODY: 7

BODY (March 1, 2010)

(1st paragraph)

Any modification to body not expressly permitted in this Rulebook is prohibited. Any body that meets the Funny Car (Section ~~1615~~) body requirements in their entirety is acceptable for Top Alcohol Funny Car competition. These bodies must be run as they come from the NHRA-accepted molds. Any modification not expressly permitted in the Funny Car (Section ~~1615~~) body requirements is prohibited. Otherwise, for cars running at NHRA national events, body must be 1992 or later model year. On cars not running NHRA national events, body must be 1972 or later model year. All bodies must be an NHRA-accepted sports car, coupe, or sedan body of a type originally mass-produced by automobile manufacturer (domestic or foreign). Must have originally measured 63 inches wide or more at centerline of front and rear axle. Maximum body and/or roof width cannot exceed stock dimensions. Duplications of production bodies of fiberglass or carbon fiber permitted. Body may be lengthened or shortened. Front and rear contour of body must resemble same configuration and design for specific body used; holes for air passage prohibited.

(2nd paragraph)

Maximum body width variation from front to rear is 6 inches. Minimum body width is 60 inches when mounted. Bodies are measured at centerline of front and rear axles. Enclosing the wheelwells or the use of wheel fairings is prohibited. Fender flares or lips (maximum 1 inch) not on original factory-produced bodies will not be considered in any width measurement. Wheelwell openings: front, minimum 5 inches measured vertically from centerline of the front axle to wheelwell opening; rear, minimum 8 inches measured vertically from centerline of rear axle to wheelwell opening. Trailing edge of rocker minimum of 18 inches measured

directly from centerline of rear axle. Front overhang not to exceed 40 inches from centerline of front axle. Beltline moldings (if on stock vehicle), headlight and taillight housings or indentations must be incorporated into body. [Headlights and taillights must be painted or decaled to simulate OEM appearance and configuration.](#) Taillight area may be hinged (top only) for air venting, maximum 100 square inches per side; any other holes in rear of body prohibited. Hood scoops prohibited; injector must protrude through hood. Maximum dimensions of hood cowling, 26 inches wide by 5 inches high. Opening for blower hat must have a minimum 2.500-inch clearance between body and throttle linkage.

Page 13.6

WINDOWS (March 1, 2010)

Windshield mandatory. Side windows optional. If windows are used, they must be clear. [Rear window and quarter windows \(if stock equipped\) must be defined by actual route line in body and painted \(or decaled\) to simulate glass.](#) Side windows must have a minimum 6-inch diameter opening adjacent to driver. See General Regulations 7:8.

SECTION 14 – PRO STOCK MOTORCYCLE

Page 14.1

DESIGNATION (September 10, 2010)

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) – ~~615~~ 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 or](#) 101 cid, 2-valve) - 595 pounds

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

Page 14.2

ENGINE: 1

ENGINE (February 8, 2010)

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 15 – PRO STOCK

Page 15.1

DESIGNATION (March 1, 2010)

(1st paragraph)

PRO, preceded by car number. Reserved for 2005 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.](#)

Page 15.7

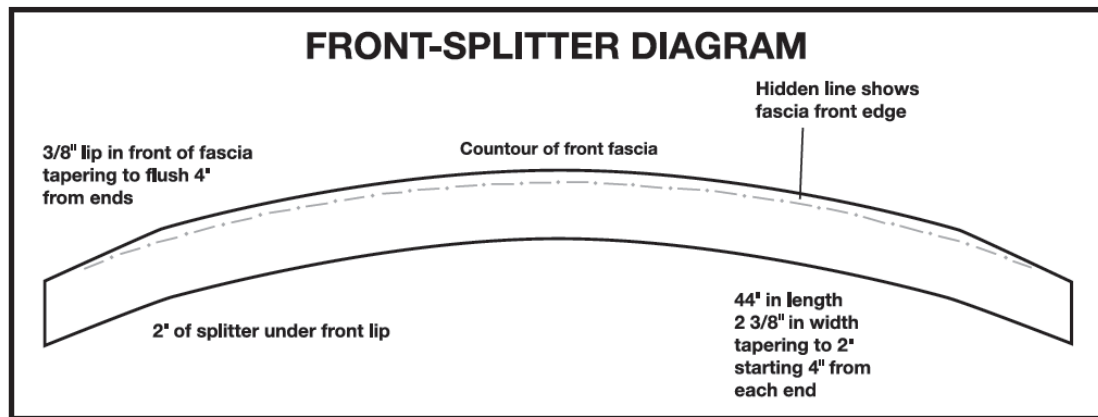
BODY: 7

BODY (March 1, 2010)

(2nd paragraph)

Ground effects of any description prohibited. Ground effects include but are not limited to rocker skirts, belly pans, sheet-metal work to the under side of the car that produces a “tunnel” for the passage of air, etc. [Front splitter mandatory, must attach to the lower front fascia. Splitter must be constructed of aluminum, steel, or stainless steel with a minimum thickness of .050-inch and a maximum .060-inch. Any additional lips or flanges prohibited. Splitter must be flat and parallel to the front lip. Mounting of the splitter must be NHRA accepted. The 3/8-inch lip in the front will not be included in the front overhang measurement.](#) Maximum 2.5-

inch inner lip allowed around front portion of front end. Front portion to be considered area from front-wheel opening extending around front end to front of opposite front-wheel opening. Maximum width of rocker-panel support, 3 inches. For body modifications, final determination rests with NHRA Technical Services Department, as determined by the NHRA Technical Services Department in its sole and absolute discretion.



Page 15.8

SPOILERS (March 1, 2010)

Rear spoiler length, maximum 14 inches, minimum 12 inches, unless specified by body design. Measured from the body line to spoiler transition point to rear of spoiler. A 90-degree wicker is mandatory across the rear of spoiler. Wicker height is $3/4$ to $5/8$ -inch minimum and 1-inch maximum. This measurement will be taken on the inside of the wicker. Height of the wicker is not included in the total length of the spoiler measurement. May not be molded into deck lid. All spoilers to be painted to match paint scheme. No lower than horizontal. Roof-mounted spoilers prohibited. Air foils prohibited. Any adjustment or movement during run prohibited.

SECTION 16 – FUNNY CAR

Page 16.4

BRAKES & SUSPENSION

BRAKES (July 14, 2010)

Automated and/or secondary braking systems prohibited: Application and release of brakes must be a function of the driver; electronics, pneumatics, or any other device may in no way affect or assist brake operation. Four-wheel hydraulic 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**](#). ~~Aluminum front brake rotors prohibited~~. Steel brake lines mandatory. 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 NHRA.com](#). ~~Contact the NHRA~~

~~Tech Department for approved manufacturer(s)~~. Brake lines passing engine or blower drive must be shielded. See General Regulations 3:11.

**Rear: Effective July 21, 2010

**Front: Effective August 11, 2010

Page 16.5

FRAME: 4

PARACHUTE (December 21, 2009)

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.

Page 16.7

BODY: 7

BODY (March 1, 2010)

(2nd paragraph)

Maximum body width variation from front to rear is 6 inches. Minimum body width is 60 inches when mounted. Modification to the lower, rear corner of the front wheel opening(s) may be allowed, IF required to meet the clearance for starting-line timing lights. In side view, the body should present clearance, all the way across the car, 3 inches from the ground, extending for a length of 12 inches + 1/4-inch max, rearward from the front spindle centerline. Any exposed edges or openings as a result of trimming the wheel opening corner should be patched and refinished. Such modifications must be authorized in advance by the NHRA Technical Services Department and accepted upon completion. Bodies are measured at centerline of front and rear axles. Fender flares or lips, maximum 1 inch permitted on forward half of front and rear wheel openings; may not extend rearward of spindle or axle centerlines; must be defined from body. Lips must be mounted in line with wheel opening, and may not be mounted in front of opening. These 1-inch flares will not be considered in any width measurement. A body header flange lip is allowed and can measure a maximum of 1 inch or as wide as the body, whichever is less. Enclosing the wheelwells or the use of wheel fairings is prohibited. Front and rear wheelwell must maintain OEM radius and contour, and be accepted by NHRA at the time of the body approval. Wheelwell openings: front, minimum 5 inches measured vertically from centerline of the front axle to wheelwell opening; rear, minimum 8 inches measured vertically from centerline of rear axle to wheelwell opening. Trailing edge of rocker minimum 18 inches measured directly from centerline of rear axle. Front overhang not to exceed 40

inches from centerline of front axle. Beltline moldings (if on stock vehicle), headlight and taillight housings or indentations must be incorporated into body. [Headlights and taillights must be painted or decaled to simulate OEM appearance and configuration.](#) Taillight area may be hinged (top only) for air venting, maximum 100 square inches. On each side, maximum two flaps, that must be adjacent, accepted. The hinged openings must include the taillight and must be rectangular in shape; any other holes in rear of body prohibited. Hood scoops prohibited; injector must protrude through hood. Maximum height of hood cowling 5 inches, may be no wider than base of A-pillars.

Page 16.11

WINDSHIELD, WINDOWS (March 1, 2010)

Windshield mandatory. Windows optional. Maximum windshield and rear window angle: 3 degrees from stock. Maximum curvature: 2 inches from stock. Rear window and quarter windows (if stock equipped) must be defined by actual route line in body and painted [or decaled](#) to simulate glass. Side windows or window openings may be shortened a maximum of 2 inches. Drilling or cutting the windshield or rear window for air passage is prohibited. If windows are used, they must be clear. Side windows must have a minimum 6-inch diameter opening including liner adjacent to driver. Side windows limited to driver's name, car number, class designation, and decals only. Paint scheme may not extend into these windows. Decals may not completely cover these windows. Outer edge of windows must remain uncovered. NHRA reserves the right to accept or prohibit placement of decals on windows as deemed necessary to comply with this rule. See General Regulations 7:8.

SECTION 17 – TOP FUEL

Page 17.4

BRAKES & SUSPENISON: 3

BRAKES (July 14, 2010)

Automated and/or secondary braking systems prohibited: Application and release of brakes must be a function of the driver; electronics, pneumatics, or any other device may in no way affect or assist brake operation. 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. 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 NHRA.com.](#) ~~Contact the NHRA Tech Department for approved manufacturer(s).~~ Brake lines passing engine or blower drive must be shielded. See General Regulations 3:11.

[**Effective July 21, 2010](#)

Page 17.6

FRAME: 4

PARACHUTES (December 21, 2009)

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.

Page 17.7

BODY: 7

WINGS & SUPPORTS (April 15, 2010)

(1st paragraph)

Rear wing supports must meet SFI Spec 2.3 N. Rear wing must meet SFI Spec 49.1. SFI tag must be affixed to the main wing element, on the underside, adjacent to the right spill plate. ~~All components of the rear wing assembly must be from the same manufacturer. Mixing components of the rear wing assembly from various manufacturers is prohibited.~~ Wing configuration limited to one only, with three elements, and must be NHRA-accepted for competition. Combined total area of rear wing (total of all stages and/or elements) is restricted to a minimum 1,450 square inches and a maximum of 1,500 square inches. 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. Distance from main to secondary mounting points must be 30 inches minimum. No part of the wing or wing supports may attach to any engine, bellhousing, or transmission components. Main strut to chassis fasteners 7/16-inch, Grade 5 minimum; adjusting rod fasteners 5/16-inch, Grade 5 minimum; all other wing fasteners 3/8-inch, Grade 5 minimum. Ball-lock pins prohibited for attachment. Any adjustment or movement during run prohibited.

SECTION 20 – GENERAL REGULATIONS

Page 20.4

ENGINE: 1

1:5 FUEL SYSTEMS (April 15, 2010)

Tanks: When permitted by class regulations, fuel tanks located outside body and/or frame must be enclosed in a steel tube frame constructed of minimum 1 1/4-inch O.D. x .058 chromoly or .118 mild steel tubing. All fuel tanks must be isolated from the driver's compartment by a firewall, completely sealed to prevent any fuel from entering the driver's compartment. All fuel tanks must have a pressure cap and be vented outside of body. A positive-locking screw-on fuel tank cap is mandatory on all open-bodied cars. Insulated fuel tanks prohibited. When used, fuel cells must have a metal box protecting the part of the fuel cell that is outside of body lines or trunk floor, excluding hose connection area in rear. [The metal box must be constructed of minimum .024 steel or .032 aluminum](#). Nonmetallic fuel cells or tanks must be grounded to frame.

Page 20.8 – 20.9

1:11 SUPERCHARGER RESTRAINT DEVICE (April 15, 2010)

Supercharger restraint system meeting SFI Specs mandatory per Class Requirements. ~~Top Fuel and Funny Car requires SFI 14.3. All superchargers except for screw type or on alcohol require an SFI 14.1 restraint. All superchargers on alcohol except screw type require an SFI 14.2 restraint or as outlined in Class Requirements. All screw type superchargers require an SFI 14.21 restraint.~~ Restraint system must be updated at two-year intervals from date of manufacture. 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 Class Requirements.

Page 20.10

DRIVETRAIN: 2

**2:6 FLYWHEEL SHIELD & MOTORPLATE: General (December 8, 2009)
(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 bell housings must be reinspected and recertified yearly. SFI 6.1 titanium and aluminum bell housings and SFI 6.2 or 6.3 steel bell housings must be reinspected and recertified every two years (or as specified by the manufacturer). SFI 6.1 or 9.1 bell housings must be reinspected and recertified every five years (6.1) or every two years (9.1). Where SFI Spec bell housings 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 (December 8, 2009)

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 (December 8, 2009)

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 (January 6, 2010)

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.

Page 20.27

INTERIOR: 6

6:3 WINDOW NET (April 15, 2010)

A ribbon-type or SFI Spec 27.1 mesh-type window net is mandatory on any full-bodied car required by the rules to have a roll cage. Window net must be securely mounted on the inside of the roll cage, with the permanent attachment at the bottom. All attachment points must be designed in an attempt to protect the driver and avoid contact with track surface or guardwall. Eyelet clips, dogleash hardware, hose clamps, etc. prohibited. Penetration of webbing, except as performed by manufacturer, prohibited. Any modification to net must be performed by manufacturer. ~~A ribbon type window net does not expire, unless it is torn or battered.~~