



## **2010 NHRA Rule Amendments**

Last Amended January 6, 2010

## Table of Contents

### 2010 NHRA Rule Amendments

<b>SECTION 3 – POINTS AND RELATED PROGRAMS .....</b>	<b>4</b>
LOGO PLACEMENT .....	4
NHRA Get Screened America Pro Mod Drag Racing Series – Vehicle (12/18/09) .....	4
NHRA Get Screened America Pro Mod Drag Racing Series – Driver Uniform (12/18/09) .....	4
<b>SECTION 4A – SUPER PRO, PRO, SPORTSMAN .....</b>	<b>4</b>
FRAME: 4 .....	4
WHEELBASE (1/6/10) .....	4
<b>SECTION 4C – TOP SPORTSMAN .....</b>	<b>4</b>
DRIVETRAIN: 2 .....	4
REAR END (12/21/09) .....	4
FRAME: 4 .....	5
CHASSIS (12/21/09) .....	5
PARACHUTE (12/21/09) .....	5
BODY: 7 .....	5
FIREWALL (12/21/09) .....	5
<b>SECTION 4D – TOP DRAGSTER .....</b>	<b>5</b>
ENGINE: 1 .....	5
SUPERCHARGER (12/21/09) .....	5
<b>SECTION 5 – NHRA GET SCREENED AMERICA PRO MOD DRAG RACING SERIES .....</b>	<b>6</b>
ENGINE: 1 .....	6
OIL RETENTION DEVICE (12/18/09) .....	6
DRIVETRAIN: 2 .....	6
CLUTCH, FLYWHEEL, FLYWHEEL SHIELD (12/18/09) .....	6
REAR END (12/18/09) .....	6
TRANSMISSION, MANUAL (12/18/09) .....	7
TIRES & WHEELS: 5 .....	7
WHEELS (12/18/09) .....	7
BODY: 7 .....	7
BELLYPAN (12/18/09) .....	7
ELECTRICAL: 8 .....	7
BATTERY (12/18/09) .....	7
STARTER (12/18/09) .....	7
SUPPORT GROUP: 9 .....	7
FIRE EXTINGUISHER SYSTEM (12/18/09) .....	7
PRESSURIZED BOTTLES (1/6/10) .....	8
DRIVER: 10 .....	8
FRESH-AIR SYSTEM (12/18/09) .....	8
<b>SECTION 10 – SUPERSTOCK .....</b>	<b>8</b>

2010 NHRA Rule Amendments  
As of January 6, 2010

<b>Section 10A – Super Stock .....</b>	<b>8</b>
<b>FRAME: 4 .....</b>	<b>8</b>
<b>PARACHUTE (1/6/10) .....</b>	<b>8</b>
<b>SECTION 11 – COMP .....</b>	<b>8</b>
<b>Section 11D – Altered &amp; Street Roadster .....</b>	<b>8</b>
<b>CLASSES (12/8/09) .....</b>	<b>8</b>
<b>Section 11G – Super Modified .....</b>	<b>9</b>
<b>ENGINE: 1 .....</b>	<b>9</b>
<b>ENGINE (12/8/09) .....</b>	<b>9</b>
<b>SECTION 12 – TOP ALCOHOL DRAGSTER .....</b>	<b>9</b>
<b>FRAME: 4 .....</b>	<b>9</b>
<b>PARACHUTE (1/6/10) .....</b>	<b>9</b>
<b>SECTION 13 – TOP ALCOHOL FUNNY CAR .....</b>	<b>9</b>
<b>FRAME: 4 .....</b>	<b>9</b>
<b>PARACHUTE (1/6/10) .....</b>	<b>9</b>
<b>SECTION 16 – FUNNY CAR .....</b>	<b>9</b>
<b>FRAME: 4 .....</b>	<b>9</b>
<b>PARACHUTE (12/21/09) .....</b>	<b>9</b>
<b>SECTION 17 – TOP FUEL .....</b>	<b>10</b>
<b>FRAME: 4 .....</b>	<b>10</b>
<b>PARACHUTES (12/21/09) .....</b>	<b>10</b>
<b>SECTION 20 – GENERAL REGULATIONS .....</b>	<b>10</b>
<b>DRIVETRAIN: 2 .....</b>	<b>10</b>
<b>2:6 FLYWHEEL SHIELD &amp; MOTORPLATE: General (12/8/09) .....</b>	<b>10</b>
<b>2:13 TRANSMISSION, Aftermarket Planetary (12/8/09) .....</b>	<b>10</b>
<b>FRAME: 4 .....</b>	<b>11</b>
<b>4:8 PARACHUTES (12/8/09) .....</b>	<b>11</b>
<b>4:12 WHEELBASE (1/6/10) .....</b>	<b>11</b>

**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).

Page 4.14

**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.

**Page 4.14**

**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.

**Page 4.15**

**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.](#)

**Page 4.15**

**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 \(3.66 to 4.99-second eighth-mile\).](#)

**Page 4.18**

**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 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 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 (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.

### 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, MANUAL (12/18/09)**

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 shifters and/or timer/rpm-type shifting devices prohibited; each individual shift must be a function of the driver. Shifting must be controlled by manual or pneumatic means only (driver pulls the lever or pushes the button); electric or electronics may in no way affect the shifting mechanism. See General Regulations 2:12, 2:13, 2:14.

**Page 5.6**

**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.

**Page 5.6**

**BODY: 7**

**BELLYPAN (12/18/09)**

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

**Page 5.7**

**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.

**Page 5.7 – 5.8**

**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.

**Page 5.8**

**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 10.7**

**Section 10A – Super Stock**

**FRAME: 4**

**PARACHUTE (1/6/10)**

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

## **SECTION 11 – COMP**

**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 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)**

**(1<sup>st</sup> 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**

**(1<sup>st</sup> 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.