2024 NHRA RULE AMENDMENTS

(THESE RULE AMENDMENTS COVER RULE CHANGES MADE TO THE INITIAL RELEASE OF THE 2024 RULEBOOK)

(UNLESS OTHERWISE NOTED, RULE CHANGES BECOME EFFECTIVE IMMEDIATELY)

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Note:

Rulebook Additions are Blue underline

Deletions are ~~Red strikethrough~~

Yellow highlights indicate the most recent updates that have not yet been incorporated into the electronic version of the rulebook. If a section has been updated, the date of the revision is indicated in the section title.

HAVE A TECH QUESTION (Page iii) (03/06/2024)

HAVE A TECH QUESTION?

The NHRA's staff of technical personnel is available at all Mission Foods and Lucas Oil Drag Racing Series events around the country. Additionally, the NHRA has resources in Indianapolis and all seven NHRA divisions to answer your questions about safety, rules, and compliance.

NHRA Divisional Technical Services Representatives

Division 1

(Connecticut, Delaware, District of Columbia, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, Vermont, Virginia, and West Virginia; Maritime Provinces, Eastern Ontario, and Quebec, Canada)

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SECTION 1: ADMINISTRATIVE PROCEDURES AND APPEALS, 1.3.1.2 GAMBLING POLICY (Page 4) (05/22/2024)

National Hot Rod Association (NHRA) is committed to maintaining the integrity of its brand, racers, teams, and other stakeholders in drag racing. Gambling involving the NHRA presents integrity risks and can undermine the confidence and trust fans and the public have in NHRA and drag racing. This policy is intended to mitigate those risks and to safeguard our sport against potential threats from legal and illegal gambling.

1. **WHO DOES THIS POLICY APPLY TO?** This policy applies to all (a) NHRA employees, officers, and directors, (b) "participants" and "owner groups" as those terms are defined in the NHRA Rulebook, and (c) holders of certain credentials and passes, as determined by NHRA. "Participants" include team owners, drivers, crewpersons, and any person or entity that has any ownership interest in a race team, vehicle, or otherwise. For purposes of this policy, the persons described in (a), (b), and (c) are hereafter collectively referred to as "Covered Stakeholders." NHRA reserves the right to pursue legal or disciplinary action under this policy based on gambling conduct against any person or entity, even if such person or entity is not defined above as a "Covered Stakeholder."

2. **WHAT CONSTITUTES "GAMBLING"?** For purposes of this policy, "gambling" means the wagering of money or other things of value, on an event with an uncertain outcome with the intent of winning additional money or thing of value. Among other things, gambling includes:
   a. commercial gambling (whether for profit, charity, or anything else) that involves third parties (e.g., bookies, casinos, dealers, "the house");
   b. wagering on sporting events or other athletic competitions, including placing wagers online, at sportsbooks, and similar establishments;
   c. private wagers between family, friends, and others; and
   d. wagers made in person, remotely (via telephone or the internet), or through a third-party "surrogate."

3. **PROHIBITED GAMBLING.**
   - Gambling on NHRA. Covered Stakeholders are prohibited from gambling on (i) any NHRA race, run, series, or event, including the Mission Foods Drag Racing Series, the Lucas Oil Drag Racing Series, and the Pro Mod Drag Racing Series, and (ii) anything NHRA determines could represent the potential for a conflict of interest, unsportsmanlike conduct, or other action(s) detrimental to

drag racing or NHRA. There are no exceptions to this rule, even in circumstances in which the race, run, series, or event is conducted in a location where gambling is legal or in which the Covered Stakeholder is not participating.

This rule prohibits gambling, either directly or indirectly, on the outcome, statistics, time, actions, or any other aspect of, or occurrence in, NHRA races, runs, series, or events or NHRA drag racing, including elapsed time, qualifying time and/or position, head-to-head results, event winner, series winner, lane choice, racer lineup, disciplinary matters (e.g., red lights, disqualifications), and weather delays.

- Illegal Gambling. Covered Stakeholders are prohibited from participating in or facilitating any form of illegal gambling, whether on NHRA, sports, or otherwise. For example, Covered Stakeholders may not gamble with offshore betting operators (e.g., Bovada), in jurisdictions in which gambling is not legal, or with betting operators that are not licensed or regulated in the applicable jurisdiction.

4. **PERMISSIBLE GAMBLING.** Not all gambling is prohibited by this policy. Covered Stakeholders may gamble in places where it is legal, so long as such gambling is not otherwise prohibited by this policy. For example, Covered Stakeholders may engage in traditional casino gambling (e.g., blackjack, slot machines, poker, craps, roulette) and gamble on non-NHRA sporting events.

5. **FANTASY LEAGUES.** Fantasy leagues are contests in which players assemble fictional teams of real world competitors (e.g., racers, athletes, etc.) from professional sports with the winners determined by reference to the statistics of those real world competitors. Some fantasy contests last an entire season (i.e., “commissioner-style fantasy leagues”), while others are as short as a day (i.e., “daily fantasy leagues”). Some fantasy leagues offer cash or other prizes, and some require an entry fee to participate.

   Participation by Covered Stakeholders in NHRA fantasy leagues that award cash prizes or other things of value could create an actual or perceived conflict of interest. Covered Stakeholders may also be perceived to have an unfair advantage due to their preferential access to information in certain instances. As a result, Covered Stakeholders are prohibited from participating in NHRA fantasy leagues that offer cash or other prizes, except such leagues that (a) do not award cash prizes or other things of value, or (b) award cash prizes or things of value valued at $500 or less. Covered Stakeholders are permitted to

participate in fantasy leagues that involve non-NHRA sports (including leagues with prizes), so long as those fantasy leagues are legal where they are offered.

6. **FIXING AND MANIPULATION.** Covered Stakeholders must always give their best effort in connection with any NHRA race, run, series, or event. Failing to give best effort, or soliciting, encouraging, or inducing anyone to not give best effort for any purpose (whether or not gambling- related) is prohibited.

   Covered Stakeholders may not (a) throw or fix any NHRA race, run, series, or event, (b) influence the outcome or statistics of any NHRA race, run, series, or event, (c) manipulate or attempt to manipulate any aspect of any NHRA race, run, series, or event, or (d) intentionally act or fail to act to cause the outcome or any aspect of an NHRA race, run, series, or event to be determined by any factor other than its merits. An effort to do any of the foregoing does not need to be successful to violate this policy.

7. **INSIDE INFORMATION AND TIPPING.** Covered Stakeholders may possess access to confidential, non-public, or proprietary information ("Confidential Information") that would be of interest to people engaged in or associated with gambling. Accordingly, Covered Stakeholders are prohibited from using, disclosing, or providing access to any Confidential Information regarding or related to any NHRA race, run, series, or event to anyone that is not a Covered Stakeholder, including information concerning (a) a participant's vehicle or its parts, (b) a participant's health, or (c) a participant's disciplinary status.

8. **OWNERSHIP AND EMPLOYMENT INTERESTS.** Covered Stakeholders may not work for or operate, directly or indirectly, individually or through a business entity, any gambling entity (including any casino, sportsbook, or other establishment or business that offers gambling). Additionally, Covered Stakeholders may not own any interest in a gambling entity except for an interest in a publicly traded company that offers legal gambling, so long as the ownership stake is a *de minimis* percentage of the company's shares outstanding.

9. **PROMOTIONS; ASSOCIATIONAL RELATIONSHIPS.**
   a. Covered Stakeholders may not promote, market, or associate with any gambling enterprise, brand, or gambling activity that is not in compliance with all applicable laws and regulations relating to gambling within the United States.

b. Covered Stakeholders may not maintain relations with any person generally known to be (a) engaged in operating an illegal gambling business, (b) problem gamblers in a manner that discredits the reputation of the NHRA or drag racing; or (c) engaged in any other gambling-related activities that are prejudicial or detrimental to the NHRA or drag racing, regardless of whether an NHRA race, run, series, or event is involved.

10. **REPORTING OBLIGATION.** Covered Stakeholders have an affirmative obligation to report violations or potential violations of this policy, including improper approaches or solicitations by others. If (a) a Covered Stakeholder has a good faith reason to believe that another Covered Stakeholder has violated or attempted to violate this policy, or (b) someone asks a Covered Stakeholder to engage in conduct that would violate this policy, then the Covered Stakeholder must immediately report this information to Gambling@NHRA.com. Failure to report in accordance with the foregoing may result in disciplinary action. Retaliation against any individual who, in good faith, reports a violation of this policy is prohibited, even if an investigation finds that a violation did not occur.

11. **DUTY TO COOPERATE.** Covered Stakeholders are required to cooperate fully with any investigation concerning this policy, including producing relevant information, participating in interviews, and attending related proceedings. Covered Stakeholders are prohibited from soliciting or inducing others not to cooperate.

12. **VIOLATIONS AND PENALTIES.** Apparent or alleged violations of this policy by Covered Stakeholders will be decided by the President of NHRA or his designee on a case-by-case basis. Violations of this policy will subject the involved Covered Stakeholder(s) to appropriate disciplinary action determined by the President of NHRA. Disciplinary action may include severe penalties up to and including fines, suspensions, termination of employment, and/or banishment from NHRA for life. Violating this policy may also subject the offending Covered Stakeholder(s) to penalties under civil or criminal law.

13. **EDUCATION REQUIRED.** Covered Stakeholders are required to complete the NHRA-mandated e-learning tutorial upon the launch of NHRA's sports gambling initiative. Thereafter, Covered Stakeholders will be required to complete the training prior to the start of each NHRA season or when NHRA provides an updated tutorial with new policy guidance, prior to receiving an approved license. Proof of completion will automatically be provided to NHRA when a Covered Stakeholder has completed the tutorial.

14. **ASSISTANCE AND RESOURCES.** If you or someone you know has a gambling problem, toll- free and confidential help is available 24 hours a day, 7 days a week through the National Council on Problem Gambling. Call (800) GAMBLER, text 800GAM, or go to www.1800gamblerchat.org.

SECTION 2: RACE PROCEDURES, REPLACEMENT VEHICLES (Page 5) (03/06/2024)

REPLACEMENT VEHICLES

1. The original vehicle is withdrawn from competition and cannot be reinstated.
2. A Replacement vehicle cannot have been utilized by any other contestant at the same event.
3. NHRA Technical Officials must be notified of any vehicle, body, or chassis change.
   a. ~~TF, FC, PS, PSM, and PM: Online tech card will need to be updated.~~
   b. ~~All remaining categories: A new tech card will be required.~~
4. Online tech card
   a. MFDRS, PM, MMPS: Online tech card will need to be updated.
   b. FSS, FX, LODRS: A new tech card will be required.
5. Driver must stay within original eliminator category and class entered (i.e., A/ED driver must remain in A/ED, G/SA to G/SA, etc.).
6. Checkout runs for replacement vehicles are not available.

TF, FC, and PS~~, TFH, and MMPS~~ categories: Driver retains qualifying times and standings as posted while driving the original entered vehicle. Any number of replacement funny car bodies may be utilized at any time during an event (including eliminations). Only one replacement chassis or vehicle may be utilized at any time during an event (including eliminations).

PSM categories: Driver retains qualifying times and standings as posted while driving the original entered vehicle. Only one replacement chassis or vehicle may be utilized at any time during an event (including eliminations). If an engine platform/ combination change is made the following policy will be in place:

Engine platforms/combination changes will be determined by Make/Model: Driver will retain qualifying times and standings as posted while driving the original entered vehicle **IF** the replacement vehicle has the same engine platform/combination. The driver **WILL NOT** retain qualifying times and standings as posted while driving the original entered vehicle if the replacement vehicle does not have the same engine platform/combination as the original entered vehicle. One engine platform/combination change will be allowed during the season without penalty. In addition, a contestant in PSM may return to their original engine platform at a subsequent event the contestant attends, without penalty.

Engine platform/combination changes will ~~not~~ be allowed during qualifying and eliminations ~~an event once qualifying has started for the respective category~~. Any E.T.'s posted will be void for lane choice or other considerations, if an engine platform/combination change takes place prior to any subsequent round of eliminations (including 1st Round). Additional engine platform/ combination changes are allowed during the season. Forty (40) points at the time of the change will be deducted from the competitors total for each additional engine platform/combination change. ~~For PSM only,~~ In the event of a rider changing teams, the point deduction would only apply if the new team changes engine platforms/combination after one change is made. Engine platform/combinations will be determined at NHRA's sole and absolute discretion.

PM: Driver retains qualifying times and standings as posted while driving the original entered vehicle. Only one replacement chassis or vehicle may be utilized at any time during an event (including eliminations). If an engine platform/ combination change is made the following policy will be in place:

Engine platforms/combination changes will be determined by Power Adder: Driver will retain qualifying times and standings as posted while driving the original entered vehicle **IF** the replacement vehicle has the same engine platform/combination. The driver **WILL NOT** retain qualifying times and standings as posted while driving the original entered vehicle if the replacement vehicle does not have the same engine platform/combination as the original entered vehicle. One engine platform/combination change will be allowed during the season without penalty. In addition, a contestant in PM may return their original power adder at the next subsequent event the contestant attends, without penalty. Engine platform/ combination changes will ~~not~~ be allowed during qualifying and eliminations. ~~an event once qualifying has started for the respective category~~. Any E.T.'s posted will be void for lane choice or other considerations, if an engine platform/combination change takes place prior to any subsequent round of eliminations (including1st Round). Additional engine platform/combination changes are allowed during the season. Forty (40) ~~20~~ points at the time of the change will be deducted from the competitors total for each additional engine platform/combination change. In the event of a driver changing teams, the point deduction would only apply if the new team changes engine platforms/combination after one change is made. Engine platform/combinations will be determined at NHRA's sole and absolute discretion.

MMPS: Driver retains qualifying times and standings as posted while driving the original entered vehicle. Any number of replacement bodies may be utilized at any time during an event (including eliminations). Only one replacement chassis or vehicle may be utilized at any time during an event (including eliminations).

TAD and TAFC categories: All previous event times are voided for the vehicles and drivers involved. Changes must be made, and driver must re-qualify during the normal schedule, as posted for the event. No changes are permitted after qualifying has been completed. Only one replacement chassis or vehicle may be utilized at any time during an event. If an engine platform/combination change is made the following policy will be in place:

Engine platforms/combination changes will be determined by Power Adder: Driver will retain qualifying times and standings as posted while driving the original entered vehicle **IF** the replacement vehicle has the same engine platform/combination. The driver **WILL NOT** retain qualifying times and standings as posted while driving the original entered vehicle if the replacement vehicle does not have the same engine platform/combination as the original entered vehicle. No engine platform/combination changes are permitted after qualifying has been completed. One engine platform/combination change will be allowed during the season without penalty. In addition, a contestant in TAD and TAFC may return to their original power adder at a subsequent event the contestant attends, without penalty. ~~Engine platform/combination changes will not be allowed during an event once qualifying has started for the respective category.~~ Additional engine platform/combination changes are allowed during the season. Twenty (20) points at the time of the change will be deducted from the competitor's total for each additional engine platform/combination change ~~unless the driver changes teams~~. In the event a driver changes teams and the team changes engine platforms/combination but waives the event points, 20 points will not be deducted and the change in engine platforms/ combination will not count. Engine platform/combinations will be determined at NHRA's sole and absolute discretion.

FSS, and FX categories: Driver retains qualifying times and standings as posted while driving the original entered vehicle. Only one replacement chassis or vehicle may be utilized at any time during an event (including eliminations). If an engine platform/combination change is made the following policy will be in place:

Engine platforms/combination changes will be determined by Make/Model: Driver will retain qualifying times and standings as posted while driving the original entered vehicle **IF** the replacement vehicle has the same engine platform/combination. The driver **WILL NOT** retain qualifying times and standings as posted while driving the original entered vehicle if the replacement vehicle does not have the same engine platform/combination as the original entered vehicle. One engine platform/combination change will be allowed during the season without penalty. In addition, a contestant in FSS and FX may return to their original engine platform at a subsequent event the contestant attends, without penalty. Engine platform/ combination changes will ~~not~~ be allowed during ~~an event~~ qualifying and eliminations. Any E.T.'s posted will be void for

lane choice or other considerations, if an engine platform/combination change takes place prior to any subsequent round of eliminations (including 1st Round). Additional engine platform/combination changes are allowed during the season. Forty (40) points at the time of the change will be deducted from the competitor's total for each additional engine platform/combination change. Engine platform/combinations will be determined at NHRA's sole and absolute discretion.

Comp, SS, Stock, TD, and TS categories: All previous event times are voided for the vehicles and drivers involved. Changes must be made, and driver must re-qualify during the normal schedule, as posted for the event. No changes are permitted after qualifying has been completed. Teams are limited to one replacement vehicle action per event.

SC, SG, and SST categories: All previous event times are voided for the vehicles and drivers involved. Changes must be made prior to first round of eliminations. No changes are permitted after first round of eliminations has been completed. Teams are limited to one replacement vehicle action per event.

JDRL: In the NHRA Summit Racing Jr. Drag Racing League, one car may be shared by more than one driver. In such cases, it is the total responsibility of the participant to appear for races in a timely manner when called by race officials. A contestant cannot drive more than one Jr. Dragster in the same category at the same event. Each driver/car combination is considered a separate entry and any applicable fees must be paid for each entry.

The event director has the option of permitting driver or vehicle changes. Such changes must be made prior to eliminations.

1. All previous event times are void for vehicles and drivers involved.
2. Vehicle must pass a technical and safety inspection.
3. Changes must be made and driver take time trials during the normal schedule, as posted, for the event. No changes are permitted once pre-event time trial or qualifying is completed.
4. Driver must stay within original category entered and have the proper credentials to drive the replacement vehicle.
5. Only one change permitted during the course of an event.
6. Vehicle changes for a postponed event are permitted with advance notification and approval of the event director. No such changes are allowed for races halted in progress and then completed on a subsequent date.

SECTION 4: JR. DRAG RACING LEAGUE, JR. DRAGSTER RULES AND REGULATIONS (Page 3) (03/06/2024)

The NHRA Summit Racing Jr. Drag Racing League is a multifaceted program designed to afford youth as young as 5 years old the opportunity to drive in the

League and those 6 and older the opportunity to race against their peers in near replicas of the models that the Pros drive. NHRA Jr. drag racing is restricted to competition in half-scale sized dragsters and NHRA accepted roadsters over a maximum distance of an eighthmile. Competition is designed to be conducted on an e.t. dial-yourown format or a preset index on a heads-up breakout basis. Actual class or age-group breaks may vary from track to track. Contact your local track to see if it participates in the program and if so, for information on class structure. Each track, in its discretion, may set its own age requirements for participation (for example, a track may allow only those 8 and older to participate).

Consistent with its endeavor to maintain simplicity and cost controls of the NHRA Summit Racing Jr. Drag Racing League, NHRA will continue to monitor elapsed times and speeds and may in time implement additional e.t. and speed limits.

SECTION 4: JR. DRAG RACING LEAGUE, ENGINE: 1, CAMSHAFT (Page 6) (01/23/2024)

Any camshaft permitted; ~~no overhead valves, no overhead cams.~~ Any size valve permitted. Any valve spring permitted.

SECTION 4: JR. DRAG RACING LEAGUE, ENGINE: 1, ENGINE (Page 6) (01/23/2024)(10/02/2024)

Novice, Intermediate, Advance, and Master classes restricted to a maximum of one rear-mounted — based on a five horsepower, single-cylinder, single-spark-plug, flathead-configured, four cycle engine or ~~factory-sealed Briggs & Stratton 206 crate engine~~ any OHV engine 212CC or smaller single cylinder— engine from a recognized OEM or NHRA-accepted aftermarket supplier. Must be NHRA accepted. NHRA accepted aftermarket block permitted. Must retain original five-horsepower engine block configuration. Porting, polishing, and relieving of block; boring of cylinder; machining of deck surface permitted. Aftermarket head permitted. Adding material to deck surface, installing a spacer between the block and cylinder head, or any other modification designed to increase the effective deck height of the cylinder prohibited. ~~Briggs & Stratton 206 crate engine must maintain untampered hologram seal installed at the factory~~. ~~No alterations or modifications to Briggs & Stratton 206 crate engine permitted except for installation of exhaust header and air filter.~~

JR ROADSTER: maximum engine height measured from the ground to top of cylinder head not to exceed 36”

Accepted aftermarket engines for Novice, Intermediate, Advanced and Master classes: Metro Racing flathead, McGee Racing flathead, Tecumseh flathead, LPW Racing Products monster racing block, JR Race Car flathead, Pure Power Racing flathead, M-1 Machine racing block, SR71 Racing Block by Soltz Racing,

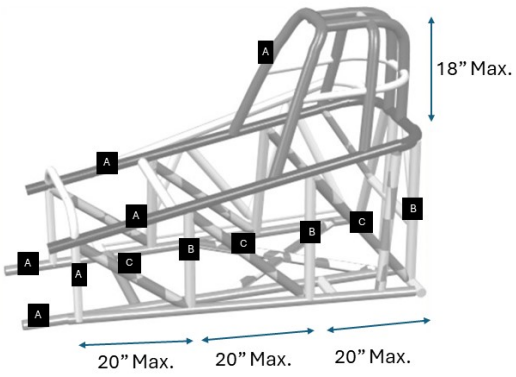
Huddleston Performance Sniper, R&S Machine Terminator, TRS block, Kondor Technologies TAZ-351 and ~~Briggs & Stratton 206 factory-sealed engine (with a red, blue or black slide valve)~~ any OHV engine 212CC or smaller single cylinder or an electric powered motor meeting the rules found in the Electric-Powered Jr. Dragster section of this rulebook. All accepted aftermarket flathead engines must not exceed 10 11/16 inches from base to deck. Any measurement that exceeds that limit is prohibited. See Trainee and Youth Class Designations for their engine requirements.

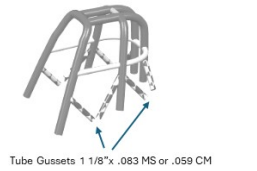
SECTION 4: JR. DRAG RACING LEAGUE, FRAME: 4, ROLL CAGE (Page 10) (03/06/2024)

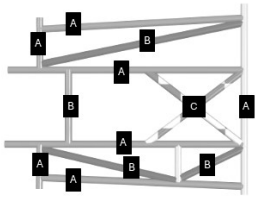
(Paragraph 1 – The rest of ROLL CAGE rules remain the same as in the 2024 rulebook)

All new chassis must have manufacturer's name, serial number, and date of manufacture. Construction must conform to standard dragster configuration as outlined in illustration with minimum 5-point roll cage mandatory for dragsters and minimum 6-point roll cage mandatory for NHRA accepted roadsters. When driver is in driving position, roll cage must be at least 3 inches in front of helmet. Roll cage hoops, upper framerails, and lower framerails must be minimum 1 1/8-inch diameter by .083-inch wall thickness round mild steel or tubing. All side steer roadsters with 1 1/8-inch minimum diameter roll cage tubing are required (8) roll cage gussets to be installed from shoulder hoop to roll cage. Tube gussets minimum is 1 1/8-inch by .083-inch mild steel or .058 chromoly wall thickness or plate gussets of .120-inch thickness and must be a minimum of 3-inches long on the short side. Uprights must be minimum 7/8-inch by .083-inch. Diagonals must be minimum 3/4-inch by .083-inch. An upright (within 30 degrees of perpendicular to the lower framerail) is required on each side of the roll cage within six inches of the second roll-cage hoop; must be fully welded to both the upper and lower framerails. If the upright spacing at the top framerail exceeds 28 inches, then a 7/8-inch by .083-inch or 3/4-inch by .083-inch, depending on corresponding diagonal thickness, X must be used in lieu of a single diagonal. Within the driver compartment (from foot box to back of seat), the maximum distance between uprights is 20 inches. Foot box must incorporate a minimum 3/4-inch by .083-inch diagonal. Note: .058-inch chromoly may be used in place of .083-inch mild steel. Chromoly mandatory on any car running between 8.89 and 7.90.

JR. SIDE STEER ROADSTER







SECTION 4: JR. DRAG RACING LEAGUE, FRAME: 4, WHEELBASE (Page 12) (03/06/2024)

Minimum wheelbase 85 inches; maximum 150 inches on long side. Maximum wheelbase variation from left to right, 2 inches. ~~Outside rear tire to outside rear tire minimum width to be 31 inches. Outside rear tire to outside rear tire maximum width not to exceed the overall width of the roadster rear wheel wells/body.~~

SECTION 4: JR. DRAG RACING LEAGUE, BODY: 7, BODY (Page 13) (03/06/2024)

Body and cowl must be constructed of aluminum, fiberglass, or carbon fiber and extend forward to foot-box bulkhead. Driver compartment, frame structure, roll cage, and body must be designed to prevent driver’s body or limbs from making contact with wheels, tires, exhaust system, or track surface. Any portion of the body side panels that extend upward into the driver’s line of sight must be clear and permit an unobstructed horizontal view for a minimum of 180 degrees. Body may not cover top of engine, wheels, or tires. Front overhang not to exceed 15 inches, measured from centerline of front spindle to forwardmost point of car. Front wheel fairings and front wings that cover any part of the front wheel prohibited. Body must be NHRA accepted dragster/roadster style/design. ~~TRD Supra roadster is approved for competition. Maximum body width not to exceed 35”. Front overhang not to exceed 26 inches, measured from centerline of front spindle to forwardmost point of car. Altered, Funny Car, etc. body styles prohibited. Only OEM-style mirrors, mounted in the conventional fashion, permitted.~~ Cover or canopy over cockpit prohibited.

CENTER STEER ROADSTER

TRD Supra Jr. roadster is approved for competition. Maximum body width not to exceed 35". Front overhang not to exceed 26 inches, measured from centerline of front spindle to forwardmost point of car. Driver compartment, frame structure, roll cage, and body must be designed to prevent driver's body or limbs from making contact with wheels, tires, exhaust system, or track surface. Any portion of the body side panels that extend upward into the driver's line of sight must be clear and permit an unobstructed horizontal view for a minimum of 180 degrees. Body may not cover top of engine, wheels, or tires. Only NHRA accepted body styles permitted Only OEM-style mirrors, mounted in the conventional fashion, permitted. Cover or canopy over cockpit prohibited. Outside rear tire to outside rear tire minimum width to be 31 inches. Outside rear tire to outside rear tire maximum width not to exceed the overall width of the TRD Supra roadster rear wheel wells/body. All center steer roadster roll cage and chassis construction must meet the minimum requirements for JR. chassis as listed in the Jr. Drag Racing League rules section of the NHRA rulebook. Roll cage height may not exceed 18 inches as measured from the top of shoulder hoop the top of the roll cage. The driver's area must have full floor constructed from .024 steel, .032 aluminum or carbon fiber and extend from the driver's seat to the bulkhead. Left and right-side vertical intrusion panels mandatory for the length of the driver's compartment constructed from .024 steel, .032 aluminum or carbon fiber. Primary support of rear axle mandatory. Secondary axle support must be within 12 inches of rear wheel hubs. Secondary axle support may not be required if primary support is within 12 inches of rear wheel hubs.

SIDE STEER ROADSTER

The Next Level C7 Corvette Jr. roadster is approved for competition. Maximum body width not to exceed 50". Front overhang not to exceed 26 inches, measured from centerline of front spindle to forwardmost point of car. Driver compartment, frame structure, roll cage, and body must be designed to prevent driver's body or limbs from making contact with wheels, tires, exhaust system, or track surface. Any portion of the body side panels that extend upward into the driver's line of sight must be clear and permit an unobstructed horizontal view for a minimum of 180 degrees. Body may not cover top of engine, wheels, or tires. Only NHRA accepted body styles permitted. Only OEM-style mirrors, mounted in the conventional fashion, permitted. Cover or canopy over cockpit prohibited. Minimum front tire track width 36 inches. Outside rear tire to outside rear tire minimum width 44 inches. Outside rear tire to outside rear tire maximum width not to exceed the overall width of the NHRA accepted C7 roadster rear wheel wells/body. All side steer roadster roll cage and chassis construction must meet the minimum requirements for JR. chassis as listed in the Jr. Drag Racing League rules section of the NHRA rulebook. Roll cage height may not exceed 18 inches as measured from the top of shoulder hoop to the top of the roll cage. The driver's area must have full floor constructed from .024 steel, .032 aluminum or carbon fiber and extend from the driver's seat to the bulkhead. Left and right-side vertical intrusion panels mandatory for the length of the driver's compartment constructed from .024 steel, .032 aluminum or carbon fiber. Primary support of

rear axle mandatory. Secondary axle support must be within 12 inches of rear wheel hubs. Secondary axle support may not be required if primary support is within 12 inches of rear wheel hubs.

SECTION 4: JR. DRAG RACING LEAGUE, GENERAL: 11, ADVERTISING AND OTHER MATERIAL/DISPLAYS (Page 20) (05/22/2024)

NHRA reserves the right to regulate any advertising or other material that is present on site at any NHRA event including without limitation any material appearing on any participant, on the body or any other visible part of any vehicle or transporter participating in NHRA events including on support vehicles, in any pit area, in any area of the dragstrip from the staging lanes to the end of the dragstrip, and any item or material on site that may constitute a product placement. Participants and vehicles may be excluded from competition and from event facilities if, in NHRA's discretion, any advertising or other material displayed on a person, race or support vehicle, or in a pit area or otherwise is not in the best interests of NHRA and the sport of drag racing, and/or is or may be in conflict with any applicable law. Moreover, NHRA will require compliance with all guidelines and requirements of any telecaster for events that will be telecast. In addition, NHRA may require certain indicia to be visible on a vehicle as a condition of participation in competition if NHRA determines that such requirement is in the best interests of NHRA and the sport of drag racing.

~~By way of illustration and without limitation, online gambling is an activity deemed by NHRA to be not in the best interests of NHRA and the sport of drag racing, and an activity that NHRA will not allow to be displayed or advertised on site at any NHRA event or in connection with NHRA in any manner whatsoever. Web sites that allow gaming that is entirely free and for fun may be permitted pursuant to further guidelines that may be requested from NHRA. Violation of any part of any such guideline will be treated violation of the NHRA Rulebook and NHRA Jr. Rulebook.~~

SECTION 4: JR. DRAG RACING LEAGUE, ELECTRIC-POWERED JR. DRAGSTER (Page 20) (01/19/2024)(03/06/2024)

Electric-Powered Jr. Dragster

Requirements and specifications for electric-powered Jr. Dragster vehicles are the same as those for the NHRA Summit Racing Jr. Drag Racing League with the following exceptions:

DESIGNATIONS

EPJD, preceded by competition number.

Competition is designed to be conducted on an e.t. dial-your-own format or a preset index on a heads-up breakout basis. Actual class or age-group breaks

may vary from track to track. Contact your local track for information on class structure.

REQUIREMENTS & SPECIFICATIONS

A list of all electrical components along with their specification information utilized in the build of car must be kept and available to a tech inspector upon request. This documentation must contain documentation from the battery cell/pack producer specifying relevant safety data. A contingency plan must also be provided describing how to handle the battery pack in case of overheating and/or crash. This documentation must include:

- **Weight of battery pack and hold down bolt specifications**
- **Logbook documenting number of runs on battery system, dates, and times of each battery charging/balancing event along with high low and average voltage including cell number.**
- **Pictures of HV terminals under and around the car showing insulation**
- **Fuses used and blow curve chart (provided by fuse manufacturer or vehicle builder)**

MOTOR: 1

MOTOR

All vehicles are restricted to a maximum of one (1) rear-mounted electric motor. Motor must be mounted in conventional position. Motor with exposed armatures must have a shield of .024-inch steel, .032-inch aluminum, or .120-inch Lexan.

FRAME: 4

DEFLECTOR PLATE

A deflector plate of minimum .125-inch steel must be installed between roll cage and battery pack extending from lower frame rail to the top of driver's helmet. Portion between lower and upper shoulder hoop must extend and attach to the body panel. Two-piece plate permitted with no gaps. Portion between shoulder hoop and top of helmet must be minimum 7 inches wide, may be narrowed or rounded above the helmet. Two-piece plate permitted with no air gap between the two. Carbon fiber, titanium and all other materials prohibited. IF using the .125-inch steel plate forward of the battery per the mounting requirements in the "Battery mounting section" The standard .0625-inch deflector plate can be used.

WEIGHT

Minimum weight less driver 225 pounds; weight greater than 400 pounds less driver with all batteries requires SFI chassis specification 2.7.

ELECTRICAL: 8

ONBOARD BATTERY MANAGEMENT SYSTEM (BMS) MANDATORY

Beginning July 1, 2024, The BMS system will become mandatory and the below listed functions must be incorporated in the BMS system. BMS is a battery management system connected to the battery cells and provides automatic charging and discharging control to maintain the battery system within the battery manufactures specifications. The onboard BMS system must at least be able to enable and disabling charging based on the battery manufacturers' specifications while monitoring the individual or parallel cell groups. It must also have the capability of derating or disabling vehicle based on pack voltage limit by either BMS and/or controller. The BMS must also have the proper pack and cell high/low voltage settings programmed per the battery manufacturer's specifications. BMS system must have the ability to balance individual cells.

There are 6 basic functions the BMS must be capable of doing:

1. Monitor individual cells or parallel cell group voltage.
2. Balance individual cells or parallel cell groups.
3. Control charger function, on/off.
4. Control load (motor) function, on/off.
5. Control indicator light function, green for able to run/charge, good; red for stop functions, bad.
6. Be pre-programmed and "locked out" of end user adjustability.

NHRA (National Hot Rod Association) approved vendors
www.Mleracecars.com for BMS part number BMSBasic
~~www.orionbms.com~~ www.lonestarevperformance.com/ for BMS part number Orion BMS 2

All potential vendors are encouraged to submit their BMS system to NHRA technical department for consideration.

BATTERY MOUNTING
All HV batteries must be securely mounted outside of and completely sealed from the driver compartment and located in a battery containment box. Batteries must be installed to withstand a force four times (vertical) and eight times (horizontal) the weight of the battery pack, and each battery or battery pack must be secured with bolts and straps appropriate for the size and weight of the battery (see chart). Battery containment box must be securely mounted between frame rails or enclosed in chromoly round tube frame minimum 1 1/8 x .058 chromoly tubing or if mounting battery on the rear behind the axle of the dragster it must be in a steel containment box constructed of .040-inch steel. Rear mounted battery box horizontal midline cannot be higher than the rear tires and must be centered directly behind the rear tires. Battery containment box must be constructed of Lexan (min. .120 inch) or aluminum (min. .050 inch) with a nonmetallic insulation lining or; steel (min .040") with a nonmetallic insulation lining. Bottom and sides battery containment box must be solid. If battery is mounted directly behind driver, the forward side of the battery, facing the driver area, must be shielded with a steel plate (min. .125" inch) and must extend the

entire inside width of the frame rails or minimum 1” beyond the width of the battery box. Be positioned no further than 1 inch forward of the battery and be tall enough to extend from the base of the battery box to at least 6 inches above the top of the battery. The battery box top must contain water access holes covering at least 25% of the surface area.

BATTERIES

Beginning January 1, 2024, all new and reconditioned batteries must have an inspection date (original date of manufacturer and/or inspection date) stamped on the battery by the inspecting manufacturer. The Battery may be comprised of one or more Battery Packs connected together with suitably protected cables/connectors/fuses between the packs. A battery pack may be comprised of multiple Battery Cells connected in series and parallel to form the total battery voltage and amperage required. Battery cells must be starved electrolyte having little to no free liquids in them whether they are Lead/Acid, Lithium Ion, or NiCad. No solid lithium metal battery cells permitted. The battery cell manufacturers maximum charged voltage and minimum sag voltage ratings must be kept in the vehicle logbook for reference. Mounting: Each battery pack must be secured with bolts and/or straps commensurate with its size and weight and installed to withstand a force four times (vertical) and eight times (horizontal) the battery pack's weight. (Contact NHRA for requirements) Battery packs may not be located directly above the top of rear or drive tires in open wheeled cars.

BATTERY CHARGING

Batteries may be recharged in pits or other designated areas only. Batteries must be charged outside of trailers or enclosed areas and must not be left unattended during the charging process. Batteries must be charged utilizing either the original unaltered OEM Charger, or an unaltered commercially available charging system, that will watch individual cell levels and have redundant ways to shut off the charging system in case of an overcharged condition. All battery cells should be balanced prior to charging. All battery chargers must be equipped with an output fuse rated above the maximum charger voltage capability and at least 125 percent of maximum charger DC output. Charging systems must connect earth ground potential to vehicle ground. The BMS system must be utilized during all system charging events. Cars must not be stored, during an event, at top of charge.

Battery on Flat Surface with Two-Bolt Strap Only			
Bolt Size	Grade 1 Battery	Grade 5 Battery	Grade 8 Battery
#8		16	22
#10		20	28
1/4	14	36	50
5/16	23	58	82
3/8	34	86	121
7/16	46	117	166
1/2	61	157	222
9/16	78	201	284
5/8	97	250	353

Battery in Rack or Box-Mounted			
Bolt Size	Grade 1 Battery	Grade 5 Battery	Grade 8 Battery
#8	15	39	55
#10	19	49	69
1/4	35	88	124
5/16	57	145	205
3/8	83	214	302
7/16	114	293	413
1/2	152	392	553
9/16	195	503	710
5/8	243	624	881

FUSING OF BATTERIES

All battery packs must have over-current protection. Circuit breaker(s) or fuse(s) permitted. Such protection devices must have a DC voltage rating equal to or greater than nominal pack voltage. The current rating must be lower than master disconnect contactor, cabling, and battery pack can carry without damage. Each battery pack must be individually fused and located on or in the battery pack. Fuses must not be wired in parallel. Fuses must be properly rated for application. Drive system (motor controller/inverter) must be fused either before or after the main contactor.

IGNITION

All vehicles must be equipped with a switch, attached to the driver with a lanyard, capable of shutting off all power to the motor. Switch may actuate relay or contactor. Solid state switch prohibited. A flashing yellow light must be affixed to the top of the roll cage indicating that the HV system is ready to run.

READY LIGHT AND HIGH VOLTAGE INDICATOR LIGHTS:

Mandatory – all cars must have an LED or LED's that can illuminate red/green. The red/green LED light must also be affixed to top of the roll cage. Green/Red light must be functional during charging, balancing, and driving. The light(s) must illuminate GREEN in color if BMS system is active and all systems are functioning properly (SAFE). The LED(s) light must illuminate RED in color if the IMD or any other monitoring system has triggered a fault (DANGER). Safety Indicator lights must remain illuminated after Master Cutoff Switch has been pushed off. A minimum of 1/2" LED required. LED lighting must be clearly visible at a minimum of 100 feet from vehicle in direct sunlight.

MASTER CUTOFF SWITCH

All vehicles must incorporate a master electrical disconnect switch that will disengage the contactor on the high voltage system, disabling the high voltage

for the drive system. The low voltage system must, at a minimum, continue to illuminate the high voltage safety indicator lights, BMS, VCU and IMD (if installed). Master Cutoff Switch must be on the deflector plate no more than three inches from the roll cage's top. Must be clearly labeled as to “off” position.

IMD

An IMD (Insulation Monitoring Device) is suggested. The IMD monitors the chassis for high voltage shorting. The IMD may be stand alone or part of the electronic subsystem. The IMD must be capable of commanding, either directly or indirectly through the Vehicle Control Unit (VCU) or other computer systems, the vehicle status lights to turn red if high voltage is present on the chassis. The IMD must stay powered even when the Master Battery Disconnect is deactivated (pushed off) to alert track officials of a potential high voltage short on the vehicle. The owner/driver is responsible for understanding the IMD system and for testing and demonstrating its functionality upon request.

VOLTAGE

Maximum permitted design voltage 144 Vdc nominal. Voltage verified through readings or display of BMS. Maximum fully charged battery-pack voltage of 150 Vdc.

CABLE TERMINATIONS and TERMINALS

- All areas of the driver’s compartment from the deflector plate to the end of the pedal box area must be free of any high voltage wiring to provide safety personnel with a safe area to cut around the driver in the event of an accident.
- Electrical cables and electrical equipment must be protected against mechanical failure, etc.).
- Cables, connectors, and wiring utilized in the HV system must have an insulation rating at or above the maximum fully charged voltage of the HV battery system being used.
- All cable terminations and splices must be properly terminated and covered with insulation at least equal to that of the maximum fully charged voltage of the HV battery system being used to protect against accidental contact.
- · All traction wiring must be isolated from vehicle chassis.

SECTION 5H: ELECTRIC-POWERED VEHICLE, BODY: 7, TOW-STRAP HOOPS (Page 31) (03/20/2024)

All cars must have permanently attached tow-strap hoops on the lower front of the chassis. Hoops must be capable of accepting a 2-inch tow hook without lifting the body or stressing the body when the car is being towed. Hoops must be clearly marked on the body with an arrow pointing down.

SECTION 5H: ELECTRIC-POWERED VEHICLE, ELECTRICAL: 8, HIGH VOLTAGE (Page 32) (03/20/2024)

EV systems will fall into one of two categories up to 600V or 601V – 1000V max. All vehicles ~~with a voltage rating up to 600V~~ must utilize components rated ~~at a minimum of 600V~~ above the maximum pack voltage. ~~Vehicles with a voltage rating between 601V through a 1000V must utilize components rated at a minimum of 1000V.~~

SECTION 5H: ELECTRIC-POWERED VEHICLE, ELECTRICAL: 8, BATTERY CONTAINER DIMENSIONS (Page 34) (01/30/2024)(03/20/2024)

- Original OEM Battery packs/boxes may be used if unaltered and utilizing original OEM battery pack/box components
- Purpose build battery box(es) dimensions must each be less than 5 cubic feet (8,640 cubic inches) in size.

ALL VEHICLES (WITH EXCEPTION OF DRAGSTERS AND OPENED BODIED VEHICLES)

- All battery cells must be completely sealed and isolated from the drivers compartment in a solid vented battery container.
- Battery container construction requirements
    - Must be made of Lexan (min .120") or; aluminum (min.032") with a nonmetallic insulation lining or steel (.024-inch) with a nonmetallic insulation lining
- Water Access
    i. Each sealed battery container must contain a water inlet attached ~~at~~ to the top of the container . Water inlets must be ~~and~~ located ~~at~~ on both the drivers and passenger side of the vehicle. ~~The sealed box must also contain a water outlet ted on the which must be vented to the bottom or rear of the vehicle.~~ Each water inlet and ~~the~~ water outlet must utilize the Pyrotech billet flapper valve part number FV350 (https://www.pyrotectstore.com) or an NHRA Accepted valve.
- Ventilation
    - All battery packs whether they are located underneath the floor, in front of the front firewall or behind a rear firewall must be vented from the top of the battery pack and vented to the bottom and outside of the vehicle away from the drivers compartment and rescue access.
    - All sealed boxes must be vented to the bottom or rear of the vehicle, must not be vented to either the driver or passenger side of the vehicle.
    - Ventilation tube must be a minimum of 2"diameter.
    - Vent must contain a one-way pressure relief valve or flap with a minimum opening size of 2".

DRAGSTERS/OPEN BODIED VEHICLES

- Batteries must be located behind the driver's compartment
- Driver deflector plate must be installed between driver and battery pack(s). See deflector plate under Frame:4
- Battery container construction requirements
  - Must be mounted between framerails and enclosed in a round tube frame, minimum 1 1/4-inch O.D. x .065-inch chromoly tubing
  - Must be made of Lexan (min .120") or; aluminum (min.032") with a nonmetallic insulation lining or steel (.024-inch) with a nonmetallic insulation lining
  - Bottom and sides must be solid
  - Top cover must contain water access holes covering approximately 30% of the surface area.

SECTION 5H: ELECTRIC-POWERED VEHICLE, ELECTRICAL: 8, BATTERY CHARGING (Page 35) (03/20/2024)

Batteries may be recharged in pits or other designated areas only. Batteries must be charged utilizing either the original unaltered OEM Charger, or an unaltered commercially available charging system, that will watch individual cell levels and have redundant ways to shut off the charging system in case of an overcharged condition. All battery chargers must be equipped with an output fuse rated above the maximum charger voltage capability and at least 125 percent of maximum charger DC output. Charging systems must connect earth ground potential to vehicle ground. The BMS system must be utilized during all system charging events. Cars ~~must~~ should not be stored~~, during an event,~~ for extended periods of time at top of charge.

SECTION 5H: ELECTRIC-POWERED VEHICLE, DRIVER: 10, NECK COLLAR (Page 38) (03/20/2024)

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

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

~~Beginning January 1st, 2024,~~ A head and neck restraint device/system meeting SFI 38.1 is mandatory for any vehicle running 150 mph or faster for 1/4 or 1/8 mile or running 7.49 (*4.49) E.T. or quicker or by Class Requirements. An SFI 38.1 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.

SECTION 6: NHRA PRO MOD, DESIGNATIONS (Page 1) (12/22/2023)(01/23/2024)(03/06/2024)

PM, preceded by car number. Classes of competition within Pro Modified are for supercharged, methanol-burning, turbocharged methanol or gasoline-burning, or nitrous-assisted, gasoline- burning full-bodied cars.

Minimum weight at the conclusion of run, including driver:

Nitrous-assisted entries (910 cid) - 2,515 pounds
Nitrous-assisted entries (960 cid) - 2,565 pounds
Nitrous-assisted entries (961 cid and larger) – 2,615
Roots supercharged entries (526 cid) – 2,635 pounds
Centrifugal supercharged entries (526 cid) - 2,740 pounds
Screw Supercharged entries (526 cid) – 2,640 pounds
Turbocharged entries (526 cid) - 2,590 pounds

~~Nostalgia body styles (1937-1938 Chevy, 1941 Willys, 1949-50 Mercury,1953 Studebaker, 1953-1962 Corvette, 1955-1957 Chevy and Buick and 1968-1972 Chevelle) may deduct 50 pounds from minimum weight.~~

Nostalgia body styles (1959 and older) may deduct 75 pounds from minimum weight. Nostalgia body styles (~~1969~~ 1960-2000) may deduct 50 pounds from minimum weight. (1968-1972) Chevelle may deduct 30 pounds. (1967-1969) Firebird or Camaro may deduct 15 pounds.

NHRA reserves the right to amend rules as performance dictates. Any competitor who causes an oildown while participating at an NHRA Mission Foods event will be subject to fines and penalties as outlined in Section 2 – Oildown Penalties.

SECTION 6: NHRA PRO MOD, ENGINE: 1, CYLINDER HEADS (Page 2) (01/23/2024)

Hemi, canted-valve, or wedge heads permitted. Billet heads permitted. Maximum one spark plug per cylinder. Maximum two valves per cylinder. ~~Supercharged valve sizes greater than: intake 2.400 inches; exhaust 1.900 inches, add 25 pounds. Turbocharged valve sizes greater than: intake 2.450 inches; exhaust 1.900 inches, add 25 pounds. Excluding Nitrous, any valve size greater than 2.521 add an additional 15 pounds for a total of 40 pounds added to combination weight.~~ Supercharged intake valve sizes 2.400 to 2.521 add 25 lbs. Valve sizes greater than 2.521 add 40 lbs. Turbocharged intake valve sizes 2.450 to 2.521 add 25 lbs. Valve sizes greater than 2.521 add 40 lbs.

SECTION 6: NHRA PRO MOD, DRIVETRAIN: 2, TORQUE CONVERTER (Page 5) (05/10/2024)

Lockup converters are prohibited on supercharged and turbocharged combinations. Lockup converters are permitted on nitrous-assisted combinations. Friction material of any kind, inside the torque converter, is prohibited when lockup converters are prohibited. All torque converters must be bolted together with grade 8 bolts and must be able to be disassembled for inspection.

SECTION 6: NHRA PRO MOD, DRIVETRAIN: 2, TRANSMISSION (Page 6) (07/25/2024)

Aftermarket planetary, clutchless, or automatic transmission permitted. All transmissions must be equipped with an SFI Spec 4.1 transmission shield.

Supercharged and turbocharged entries limited to maximum of three forward speeds and reverse; nitrous-assisted entries limited to maximum of five forward speeds and reverse.

Aftermarket converter drive units permitted. When an automatic transmission or converter drive is utilized the following items are mandatory: an SFI Spec 6.1 or 6.3 flywheel shield and an SFI Spec 29.1 or 29.2 flexplate, a neutral safety switch and a reverse lockout, and a belly pan (see BODY:7, BELLY PAN). Transmission brake permitted on all converter-equipped entries,: electric transbrake release system only.

Overdrive units are prohibited on all combinations. A 1-to-1 relationship is mandatory in high gear for all transmission types. Automated electric, or automated pneumatic shifting devices permitted on all transmission types. When utilizing automated shifting, a minimum time of 0.6 seconds must be used between shifts for any 3 speed and 0.4 seconds for any 5 speed transmission. Automated shifting may also utilize preset engine RPM functions in addition to this time requirement. Iterative transmission staging device permitted on converter cars.

~~Manipulation of transmission or converter pressure or volume other than at the starting line is prohibited. Pressure manipulation control must be disarmed upon the release of the transbrake or any other device used when launching the vehicle. Pressure manipulation devices must be wired directly to the transbrake and cannot be connected to the ECU. Converter pressure must be recorded each pass and visible in the data logger. See NHRA Accepted Products for transbrake button wiring diagrams. See General Regulations 2:12, 2:13, 2:14.~~

All pressure manipulation devices must be external. Internal pressure manipulation devices prohibited. All pressure manipulation (electronic or

hydraulic) must end upon the release of the transbrake or any other device used when launching the vehicle. If pressure manipulation devices is electrical it must be wired directly to the transbrake and cannot be connected to the ECU. Pressure regulating devices are permitted but must be at a fixed pressure from engine start up to engine shut off. Converter pressure and line pressure must be recorded each pass and visible in the data logger. See NHRA Accepted Products on NHRA Racer for transbrake button wiring diagrams. See General Regulations 2:12, 2:13, 2:14.

SECTION 6: NHRA PRO MOD, DRIVETRAIN: 2, TRANSMISSION (Page 5) (05/10/2024)

Aftermarket planetary, clutchless, or automatic transmission permitted. All transmissions must be equipped with an SFI Spec 4.1 transmission shield.

Supercharged and turbocharged entries limited to maximum of three forward speeds and reverse; nitrous-assisted entries limited to maximum of five forward speeds and reverse.

Aftermarket converter drive units permitted. When an automatic transmission or converter drive is utilized the following items are mandatory: an SFI Spec 6.1 or 6.3 flywheel shield and an SFI Spec 29.1 or 29.2 flexplate, a neutral safety switch and a reverse lockout, ~~a bolt together torque converter using minimum Grade 8 bolts,~~ and a belly pan (see BODY:7, BELLY PAN). Transmission brake permitted on all converter-equipped entries,: electric transbrake release system only.

~~Lockup converters are prohibited on supercharged and turbocharged combinations. Lockup converters are permitted on nitrous-assisted combinations.~~ Overdrive units are prohibited on all combinations. A 1-to-1 relationship is mandatory in high gear for all transmission types. Automated electric, or automated pneumatic shifting devices permitted on all transmission types. When utilizing automated shifting, a minimum time of 0.6 seconds must be used between shifts for any 3 speed and 0.4 seconds for any 5 speed transmission. Automated shifting may also utilize preset engine RPM functions in addition to this time requirement. Iterative transmission staging device permitted on converter cars. Manipulation of transmission or converter pressure or volume other than at the starting line is prohibited. Pressure manipulation control must be disarmed upon the release of the transbrake or any other device used when launching the vehicle. Pressure manipulation devices must be wired directly to the transbrake and cannot be connected to the ECU. Converter pressure must be recorded each pass and visible in the data logger. See NHRA Accepted Products for transbrake button wiring diagrams. See General Regulations 2:12, 2:13, 2:14.

SECTION 11B: NHRA FACTORY STOCK SHOWDOWN, DESIGNATION (Page 15) (12/22/2023)(01/23/2024)(06/25/2024)(08/23/2024)(10/02/2024)

Designation: FSS

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

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

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

Minimum weight for 2021 Drag Pak combinations 3,525 pounds.

Minimum weight for 2019, 2020, 2022 and 2023 Chevrolet COPO combinations ~~3,550~~ 3,525 pounds.

Minimum weight for the 2019 Ford Cobra Jet combinations 3525 pounds.

Maximum weight on all combinations 3,600 pounds.

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

Permitted Combinations:

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

2017-2018 Camaro COPO 350

- 590 HP Supercharged 2.9L Whipple
  - Upper supercharger pulley (3.125) inches
  - Lower engine pulley (8.000) inches
  - Overdrive ratio 2.560

2019, 2020, 2022-2023 Camaro COPO 350

- 630 HP Supercharged 2.65L Magnuson
  - Upper supercharger pulley size: ~~(3.375)~~(3.625) inches
  - Supercharger rear jack shaft cog pulley ~~32~~ 34 teeth
  - Supercharger rear cog pulley ~~34~~ 32 teeth
  - Lower engine pulley (8.000) inches
  - Overdrive ratio 2.345

~~**2020 Camaro COPO 350**~~
- ~~630 HP Supercharged 2.65L Magnuson~~
  - ~~Upper supercharger pulley size: (3.375) inches~~
  - ~~Supercharger rear jack shaft cog pulley 32 teeth~~
  - ~~Supercharger rear cog pulley 34 teeth~~

~~**2022-2023 Camaro COPO 350**~~
- ~~630 HP Supercharged 2.65L Magnuson~~
  - ~~Upper supercharger pulley size: (3.375) inches~~
  - ~~Supercharger rear jack shaft cog pulley 32 teeth~~
  - ~~Supercharger rear cog pulley 34 teeth~~

2015 Challenger Drag Pak 354
- 540 HP Supercharged 2.9L Whipple
  - Upper supercharger pulley size: (3.000) inches

2021 Challenger Drag Pak 354
- 630 HP Supercharged 3.0L Whipple
  - Upper supercharger pulley size: ~~(3.750)~~ (3.625) inches
  - Lower engine pulley (8.000) inches
  - Overdrive ratio 2.207

2010 Mustang Cobra Jet 330
- 435 HP Supercharged 2.3L Eaton

2012 Mustang Cobra Jet 330
- 450 HP Supercharged 2.3L Eaton

2016 Mustang Cobra Jet 302
- 575 HP Supercharged 2.9L Whipple

2019 Mustang Cobra Jet 327
- 610 HP Supercharged 3.0L Whipple
  - Upper supercharger pulley size: ~~(3.500)(3.750)~~(3.625) inches
  - Upper supercharger pulley size with iron block: ~~(3.750)(3.875)~~(3.750) inches
  - Lower engine pulley 6.938 inches
  - Overdrive ratio aluminum block 1.914
  - Overdrive ratio iron block 1.850

2019 Mustang Cobra Jet 351
- 570 HP Supercharged Whipple
  - Upper supercharger pulley size: (3.500) inches

SECTION 11B: NHRA FACTORY STOCK SHOWDOWN, ENGINE: 1, VALVE SPRINGS (Page 18) (05/10/2024)

Any steel valve spring permitted, provided no modification to head is performed. Titanium valve-spring retainers permitted. Spring cups permitted ONLY if no modification to head is required; otherwise prohibited.

SECTION 12A: SUPER STOCK, ENGINE: 1, OIL PUMP (Page 4) (08/06/2024)

Stock, OEM, or OEM aftermarket replacement oil pump permitted. Oil pump location, oil pump drive, and complete oiling system must remain as originally produced, except for additional internal plumbing (i.e., rocker shaft, etc.), which is permitted. Accumulator permitted. Additional external plumbing (except for accumulator, remote oil filter, and line(s) from the oil pan to oil pump) prohibited. Dry-sump system prohibited. The only exception are engines noted in the blueprint specifications as eligible to use an external single stage oil pump.

SECTION 13A: COMP, GAS DRAGSTER, CLASSES (Page 6) (12/20/2023)

A/D: 3.40 to 3.99 pounds per cubic inch; 1,350-pound minimum; V-8 only

A/DA: 3.40 to 3.99 pounds per cubic inch; 1,350-pound minimum; V-8 only, automatic transmission with converter only

B/D: 4.00 to 4.49 pounds per cubic inch; 1,350-pound minimum; V-8 only

B/DA: 4.00 to 4.99 pounds per cubic inch; 1,350-pound minimum; V-8 only, automatic transmission with converter only

C/D: 4.50 or more pounds per cubic inch, with true wedge cylinder heads (with inline and parallel valves) only; 1,350-pound minimum; V-8 only

C/DA: 4.50 or more pounds per cubic inch, with true wedge cylinder heads (with inline and parallel valves) only; 1,350-pound minimum; V-8 only, automatic transmission with converter only

D/D: 5.00 or more pounds per cubic inch; V-6, V-4 engines only; 1,000-pound minimum

D/DA: 5.00 or more pounds per cubic inch; 1,000-pound minimum; V-6, V-4 engines only, automatic transmission with converter only

E/D: 4.50 or more pounds per cubic inch; inline or opposed 5- or 6-cylinder engines 4.40 or more pounds per cubic inch; inline or opposed 5- or 6-cylinder engines with stock production heads

E/DA: 4.50 or more pounds per cubic inch; inline or opposed 5- or 6-cylinder engines, automatic transmission with converter only 4.40 or more pounds per cubic inch; inline or opposed 5- or 6-cylinder engines with stock production heads, automatic transmission with converter only

F/D: 7.00 or more pounds per cubic inch; inline 4-cylinder,

2-valve engines only

~~7.50 or more pounds per cubic inch; for inline 4-valve,~~

~~4-cylinder engines only~~; 850-pound minimum

F/DA: 7.00 or more pounds per cubic inch; inline 4-cylinder, 2-valve engines only, automatic transmission with converter only
~~7.50 or more pounds per cubic inch; for inline 4-valve, 4-cylinder engines only, automatic transmission with converter only~~; 850-pound minimum

G/D: 8.40 or more pounds per cubic inch; opposed 4-cylinder engines only, 155-cubic-inch maximum as produced; 850-pound minimum

G/DA: 8.40 or more pounds per cubic inch; opposed 4-cylinder engines only, 155-cubic-inch maximum as produced; automatic transmission with converter only; 850-pound minimum

H/D: 9.80 or more pounds per cubic inch; 1,800-pound minimum; turbocharged 6- or 8-cylinder, 2- and 4-valve engines only

I/D: 11.50 or more pounds per cubic inch; 1,500-pound minimum; turbocharged, 4-cylinder, 2- and 4-valve engines only

J/D: 5.50 or more pounds per cubic inch; inline or opposed 5- or 6- cylinder, 4-valve engines only

J/DA: 5.50 or more pounds per cubic inch; inline or opposed 5- or 6-cylinder, 4-valve engines only; automatic transmission with converter only

K/D: 4.50 or more pounds per cubic inch; inline or opposed 5- or 6-cylinder engines with with OEM generally available cylinder heads only 4.40 or more pounds per cubic inch; inline or opposed 5- or 6-cylinder engines with stock production heads

K/DA: 4.50 or more pounds per cubic inch; inline or opposed 5- or 6-cylinder engines, with OEM generally available cylinder heads only, automatic transmission with converter only 4.40 or more pounds per cubic inch; inline or opposed 5- or 6-cylinder engines with stock production heads, automatic transmission with converter only.

L/D: 7.50 or more pounds per cubic inch; inline 4-cylinder, 4-valve engines only; 850-pound minimum

L/DA: 7.50 or more pounds per cubic inch; inline 4-cylinder, 4-valve engines only, automatic transmission with converter only; 850-pound minimum

SECTION 13D: COMP, ALTERED & STREET ROADSTER, CLASSES (Page 17) (07/25/2024)

AA/AM: 5.40 or more pounds per cubic inch. Roots type supercharger only ~~Supercharged~~;450-cubic-inch maximum, methanol; 1,500-pound minimum

AA/AT: 5.90 or more pounds per cubic inch. Turbocharged; V-8 only; 1,500-pound minimum

BB/A: 7.50 or more pounds per cubic inch. Roots type supercharger only ~~Supercharged~~; 2,100-pound minimum. 4-cylinder; 1,350-pound minimum

CC/A: 8.00 or more pounds per cubic inch. One centrifugal supercharger only. Full-bodied cars only. 2,700-pound minimum

BB/AM: 7.50 or more pounds per cubic inch. Roots type supercharger only ~~Supercharged~~; small-block only; methanol. 1,500-pound minimum

BB/AT: 8.20 or more pounds per cubic inch. Turbocharged; 2,100-pound minimum. 4-cylinder; 1,350-pound minimum

CC/AM: 8.00 or more pounds per cubic inch. One centrifugal supercharger only. Full-bodied cars only; methanol. 2,700-pound minimum

CC/AT: 13.40 or more pounds per cubic inch. Turbocharged; 6-cylinder, 4-valve engines only; 2,450-pound minimum. Full-bodied cars only

DD/A: 7.50 or more pounds per cubic inch. OEM screw type supercharger only. Full-bodied cars only. V-8 only; 2,250-pound minimum

DD/AT: 16.40 or more pounds per cubic inch. Turbocharged; 4-cylinder, 4-valve engines; 2,000-pound minimum. Full-bodied cars only

A/A: 3.40 to 5.39 pounds per cubic inch; 1,500-pound minimum

A/AP: 3.40 to 5.39 pounds per cubic inch. Planetary-type transmission with torque converter; 1,500-pound minimum

B/A: 5.40 to 6.49 pounds per cubic inch; 1,500-pound minimum

B/AP: 5.40 to 6.49 pounds per cubic inch. Planetary-type transmission with torque converter; 1,500-pound minimum

C/A: 6.50 to 7.49 pounds per cubic inch; 2,100-pound minimum

D/A: 7.50 to 8.49 pounds per cubic inch. 2,100-pound minimum

E/A: 7.50 to 8.49 pounds per cubic inch. True wedge cylinder heads (with inline and parallel valves) only; 2,100-pound minimum

F/A: 8.50 to 9.49 pounds per cubic inch; 2,100-pound minimum

G/A: 9.50 to 10.49 pounds per cubic inch; 2,100-pound minimum

H/A: 10.50 to 11.49 pounds per cubic inch; 2,100-pound minimum (A/Altered through H/Altered are V-8-only classes)

I/A: 8.50 or more pounds per cubic inch. V-6, V-4 engines only; 2,000-pound minimum

J/A: 5.50 or more pounds per cubic inch. Inline or opposed 5- or 6-cylinder engines only; 1,400-pound minimum

K/A: 5.50 or more pounds per cubic inch. Inline 4-cylinder, 2-valve engines only; 1,100-pound minimum

L/A: 10.00 or more pounds per cubic inch. Inline 4-cylinder, 2-valve engines; 1,600-pound minimum 10.50 or more pounds per cubic inch. Inline 4-cylinder, 4-valve engines; 1,600-pound minimum

M/A: 5.50 or more pounds per cubic inch. Inline or opposed 5- or 6-cylinder engines only; with OEM generally available cylinder heads only; 1,400-pound minimum

AA/AF: Maximum 153 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. 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 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

SECTION 13D: COMP, ALTERED & STREET ROADSTER, ENGINE: 1 (Page 20) (07/25/2024)

AA/AM, BB/A, BB/AM restricted ~~Restricted~~ to Roots-type supercharger, rotor helix angle not to exceed that of standard 71-series GM-type rotor. Maximum size: 14-71, 22 1/4-inch case length, 11 1/4-inch case width, 19-inch rotor length; maximum rotor diameter: 5.840 inches including fixed stripping. The case must be one piece with removable front and rear bearing end plates; rotor must be contained within one-piece case. The rotors must be driven from the front (both the external drive and the internal gearing). The entire inlet opening must be on/in the upper surface only. Any inlet/outlet cavity in front of the rotors is restricted to maximum 2.150 inches, measuring from the face of bearing plate to the back of the cavity. Billet cases prohibited. The maximum length from the front of the supercharger drive pulley to the leading edge of the rotor is 15 inches. Offset drive pulleys may not be used to add to the number listed above. All manifold configurations and supercharger modifications and locations must be accepted prior to competition. Variable multispeed supercharger devices prohibited. OEM-type screw supercharger with internal air-to- water intercooler permitted in DD/A only, all others prohibited. OEM-type screw superchargers do not require a supercharger restraint. “OEM type” in this case means that it must have originally come on a ~~with the~~ production engine as listed in the official NHRA stock car classification guide ~~being used~~. All AA/AM, BB/A, and BB/ AM vehicles using 12-71 or 14-71 superchargers must have an SFI 14.2 or 14.3 Supercharger Restraint with approved bag from same manufacturer. All other superchargers require an SFI 14.1, 14.2 or 14.3 Supercharger Restraint. Air-to-air intercooler permitted on roots type supercharged vehicles. Supercharger must be in conventional location above the intake manifold and cylinder heads, and supercharger restraint device may not be modified. Ambient air only; i.e., the flow of ambient air through the intercooler and any associated ducting must be only a result of the movement of the vehicle. For CC/A only, a 5.150-inch centrifugal supercharger limited to inlet diameter internal O.D. 5.250 maximum; impeller inducer diameter 5.150-inch maximum; impeller exducer diameter 8.000- inch maximum; discharge diameter 4.000-inch maximum; housing diameter (external diameter of housing not to include discharge) 12.000-inch maximum. Supercharger drive must be belt, NHRA-accepted chain drive or NHRA-accepted gear drive. Aftermarket intercooler permitted (air-to-air or air-to-water/ice).

Maximum 3-gallon-capacity reservoir permitted, must be constructed of steel or aluminum, or an SFI 28.1 fuel cell. See General Regulations 1:10, 1:11.

SECTION 13J: FSS/SM (FACTORY STOCK SHOWDOWN CARS), DESIGNATIONS (Page 45) (03/20/2024)

FS/SM (Factory Stock Showdown Cars: FSS) ~~Minimum weight 3575.~~ All rules for FSS will apply. In addition, competitors will need to acquire a Competition eliminator license. All Comp race procedures will apply. FSS/SM not eligible for records, records must be set in Stock or Super Stock.

SECTION 13K: HOLLEY EFI FACTORY X, DESIGNATION (Page 45) (12/22/2023)(06/25/2024)(10/02/2024)

FX preceded by car number.

Reserved for Late Model Manufactured Automobiles with Factory production engine of the same make. Manufacturer engines and bodies not listed in this section may be submitted for acceptance in Factory X.
Currently Accepted makes/models:

Chevrolet 2016 & up (6th Gen Camaro – COPO) – minimum weight ~~2,650~~ 2600 lbs.

Chevrolet 2014 - 2019 (Corvette) - minimum weight ~~2,650~~ 2,600 lbs.

Dodge 2015 & up (Challenger – Drag Pak) – minimum weight ~~2,650~~ 2,600 lbs.

Ford 2015 & up (Mustang – Cobra Jet) – minimum weight ~~2,650~~ 2,600 lbs.

All minimum weights listed above include driver.

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

Currently Accepted Combinations:

All accepted FACTORY X bodies are eligible to be used with the accepted engine combinations listed below. Engine must be same make as body.

2020 Camaro COPO 350

- 630 HP Supercharged 2.65L Magnuson
- Upper supercharger pulley size: ~~(3.125)(3.375)~~(3.250) inches
- Supercharger rear jack shaft cog pulley ~~32~~ 34 teeth
- Supercharger rear cog pulley ~~34~~ 32 teeth
- Lower Engine Pulley (8.000) inches
- Overdrive ratio 2.615

2021 Challenger Drag Pak 354

- 630 HP Supercharged 3.0L Whipple
- Upper supercharger pulley size: ~~(3.375)(3.500)(3.375)~~(3.125) inches
- Lower Engine Pulley (8.000) inches
- Overdrive ratio 2.560

2019 Mustang Cobra Jet 327

- 610 HP Supercharged 3.0L Whipple
- Upper supercharger pulley size: (~~3.750~~ ~~3.625~~ 3.250 Iron Block) (~~3.500~~ ~~3.375~~ 3.000 Alum Block) inches
- Lower engine pulley 6.938 inches.
- Overdrive ratio aluminum block 2.313
- Overdrive ratio iron block 2.135

Body, drivetrain, chassis, etc. may not be altered, modified, or relocated, except as outlined in Requirements & Specifications.

Minimum weight on the rear axle at conclusion of run: ~~1,300~~ 1,250 pounds, including driver. Once an engine is used in a vehicle at an event, that engine cannot be used in another vehicle for the duration of the event. Engine shall consist of short block and heads which must be serialized or otherwise identified at each event.

SECTION 13K: HOLLEY EFI FACTORY X, ENGINE: 1, VALVE SPRINGS (Page 48) (05/10/2024)

Any steel valve spring permitted, provided no modification to head is performed. Titanium valve-spring retainers permitted. Spring cups permitted ONLY if no modification to head is required; otherwise prohibited.

SECTION 14: TOP ALCOHOL DRAGSTER, DRIVETRAIN: 2, TRANSMISSION (Page 5) (05/10/2024)

Transmission prohibited in non-supercharged, nitromethane burning class. OEM or OEM-modified transmissions prohibited in all classes. Aftermarket planetary transmission permitted in supercharged classes, limited to two units (three speeds). Lockup converters prohibited. Overdrive transmission prohibited. Final drive ratio must be 1:1. Clutch hold-down device recommended on all cars. Reverser mandatory. Automated shifters and/or timer-type shifting devices prohibited; each individual shift must be a function of the driver. Air shifter bottles must be stamped as meeting DOT-1800 pound rating and permanently mounted (hose clamps or tie wraps prohibited).

For the supercharged-methanol combinations only, the use of a transmission consisting of an aftermarket torque converter and an aftermarket planetary transmission (three-speed maximum) with an electric-only transbrake is permitted. The unit must be NHRA-accepted. Contact NHRA Technical Services

for accepted list. Lockup converters are prohibited. Friction material of any kind inside the torque converter is prohibited. All torque converters must be bolted together with grade 8 bolts and must be able to be disassembled for inspection. Manipulation of transmission or converter pressure or volume other than at the starting line is prohibited. Pressure manipulation control must be disarmed upon the release of the transbrake or any other device used when launching the vehicle. The use of a delay box/device is prohibited. Automated control of the converter or transmission from acquired or recorded data is strictly prohibited. All wires and lines going to and from the transmission or converter must be clearly identified and labeled for tech inspection purposes. An aftermarket SFI 29.1 flexplate (with no starter ring gear) or a solid-steel converter driveplate, an SFI 6.1, 6.2, or 6.3 flywheel shield, and an aftermarket SFI 4.1 one-piece transmission shield (covering the transmission units and the reverser) are required. Iterative transmission staging devices prohibited.

SECTION 15: TOP ALCOHOL FUNNY CAR, DRIVETRAIN: 2, TRANSMISSION (Page 5) (05/10/2024)

Transmission prohibited in non-supercharged, nitromethane burning class. OEM or OEM-modified transmissions prohibited in all classes. Aftermarket planetary transmission permitted in supercharged classes, limited to two units (three speeds). Lockup converters prohibited. Overdrive transmission prohibited. Final drive ratio must be 1:1. Clutch hold-down device recommended on all cars. Reverser mandatory. Automated shifters and/or timer-type shifting devices prohibited; each individual shift must be a function of the driver. Air shifter bottles must be stamped as meeting DOT-1800 pound rating and permanently mounted (hose clamps or tie wraps prohibited).

For the supercharged-methanol combinations only, the use of a transmission consisting of an aftermarket torque converter and an aftermarket planetary transmission (three-speed maximum) with an electric-only transbrake is permitted. The unit must be NHRA-accepted. Contact NHRA Technical Services for accepted list. Lockup converters are prohibited. Friction material of any kind inside the torque converter is prohibited. All torque converters must be bolted together with grade 8 bolts and must be able to be disassembled for inspection. Manipulation of transmission or converter pressure or volume other than at the starting line is prohibited. Pressure manipulation control must be disarmed upon the release of the transbrake or any other device used when launching the vehicle. The use of a delay box/device is prohibited. Automated control of the converter or transmission from acquired or recorded data is strictly prohibited. All wires and lines going to and from the transmission or converter must be clearly identified and labeled for tech inspection purposes. An aftermarket SFI 29.1 flexplate (with no starter ring gear) or a solid-steel converter driveplate, an SFI 6.1, 6.2, or 6.3 flywheel shield, and an aftermarket SFI 4.1 one-piece transmission shield (covering the transmission units and the reverser) are required. Iterative transmission staging devices prohibited.

SECTION 16: PRO STOCK MOTORCYCLE, DESIGNATION (Page 1) (07/25/2024)(08/06/2024)

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:

S and S (must be NHRA-accepted)
Gen 1 (up to 160 cid; 60-degree angle, 2-valve, pushrod) – ~~625 615~~ 625 pounds
Gen 2 (up to 160 cid; 60-degree angle, 2-valve, pushrod) – ~~625~~ 640 pounds

VTwin: VH160VT
(up to 160 cid; 60-degree angle, 2-valve, pushrod) – 625 pounds

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

Suzuki (must be NHRA-accepted) (up to 107 cid, 2-valve) –
580 pounds (up to 107 cid, 4-valve) – 610 pounds

Suzuki (must be NHRA-accepted) (up to 113 cid, 2-valve) –
570 pounds
(up to 113 cid, 4-valve V&H head) – ~~645~~ 660 pounds
(up to 113 cid, 4-valve Monster head) – 625 pounds

NHRA reserves the right to adjust weights as performance dictates.

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

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

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

Electronic fuel injection permitted. ~~All electronic fuel injection systems must be NHRA accepted.~~ Beginning April 26th, 2024 EFI entries must have an NHRA-accepted ECU, software, and firmware. Only one fuel injector allowed per each cylinder. All inputs/outputs, sensors, transducers, and wiring related to the fuel-

injection system and ignition system must be NHRA-accepted and used in an unaltered manner. Contact the NHRA Technical Department for an approved list of sensors, inputs/outputs, and wiring. A current list of NHRA-accepted electronic-fuel-injection systems, firmware, and additional system clarification is available on NHRARacer.com.

SECTION 16: PRO STOCK MOTORCYCLE, FRAME: 4, PARACHUTE (Page 4) (10/02/2024)

Permitted. Tech inspectors may observe the proper operation of the parachute and inspect for worn or frayed shroud lines, ripped or dirty canopy, and worn or ragged pilot chute. Parachute cable housings should be mounted solidly to frame tube or other suitable member. Automated push-button release system permitted. 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. Parachute must have its own independent mounting with sleeved 3/8-inch minimum steel bolts, steel pins or minimum 5/16ths quick links required for all applications. The use of ball-lock pins for parachute mounting prohibited. Shroud line mounting brackets must be constructed of minimum .090-inch steel unless otherwise stated in Class Requirements. When parachute is utilized, protective netting must be installed on open area of wheelie bar. SAFETY PINS MUST BE RED FLAGGED AND REMOVED PRIOR TO BURNOUT.

SECTION 16: PRO STOCK MOTORCYCLE, FRAME: 4, SAFETY SYSTEM AIR SUPPLY (Page 4) (10/02/2024)

A stand-alone air system bottle must be used to supply air to all safety systems. The frame and/or handlebars cannot be used for this purpose.

SECTION 16: PRO STOCK MOTORCYCLE, RIDER: 10, PROTECTIVE EQUIPMENT (Page 6) (12/20/2023)

Beginning March 1st, 2024, full all-leathers or non-leather suits meeting SFI Spec 40.1/2 mandatory. ~~leather boots that completely cover the ankle, and leather gloves are mandatory.~~ Minimum leather suit thickness: 3oz. An additional layer of protection, consisting of a second layer of leather, separated by a layer of Kevlar (totaling 2 layers of leather and 1 layer of Kevlar) is mandatory in the following areas: Shoulders, Elbows, Forearms, Hips, Butt, and Knees. CE Level 2-certified back protector mandatory. Leather riding boots mandatory. Boots must be a minimum of 7in tall, measured at the heel from the ground. Boots must have additional protection made of hard composite, plastic, or steel in the following areas: Toe Box, Forefoot area, and Ankle area. Sole of boots must be sewn on. ~~Gloves~~ Leather gloves are mandatory and must be Kevlar-lined or equipped with slide buttons. Suits may be one-piece design or joined with a metal 360-degree zipper at the waist. Beginning January 1st, 2024, all-leathers must have the manufactured date sewn into the suit, and will have an expiration period of 5

years, including the year on the tag. **All jewelry prohibited, with the exception of a high temperature rated silicone wedding band.** See General Regulations 10:10.

SECTION 17: PRO STOCK, ENGINE: 1, AIR INDUCTION (Page 1) (06/25/2024)

See NHRARacer.com: ~~NHRA Accepted Products, NHRA Accepted Product Specifications,~~ Rules, NHRA Product Specifications, Pro Stock, Pro Stock Air Induction Requirements for requirements or https://www.nhraracer.com/Files/Tech/NHRA_EFI_Specifications_Rev10.pdf.

SECTION 17: PRO STOCK, ENGINE: 1, ENGINE (Page 2) (05/10/2023)

Internal-combustion, reciprocating, naturally aspirated, single camshaft, 90-degree V-8 (i.e., cylinder bank must be at a 45-degree angle from the camshaft/crankshaft centerline, creating a combined 90-degree angle) automotive-type engine. For a more detailed description, contact the NHRA Technical Services department. Maximum 500 cid. Aftermarket blocks permitted if designed and cast with OEM approval, and currently accepted by NHRA. NHRA may designate specific acceptable OEM and/or aftermarket blocks for specific makes of cars. Accepted blocks: (Hemi block, part/casting number P4876887 or part/casting number P5153454) (DRCE block, part/casting number 24502572, or the DRCE III block, part/casting number 25534402) (Ford block, part/casting number M-6010-A500, or part/casting number M-601-JC50, or part/casting number M-601-JC51. Maximum cylinder bore spacing 4.900 inches. Maximum one distributor. See General Regulations 1:2.

All dry sump oil systems must be equipped with an overflow tank. The minimum size of tank is 8 inches long, 3 1/2 inches in diameter with a 1-inch vent in the top. Inlet minimum size is #10 fitting. Tank must also have a baffle installed so as to direct incoming oil to bottom of tank. Minimum size for drain in bottom of tank is 1/4-inch.

All large components (valve covers, intake manifolds, headers, heads, blocks, etc.) and all moving engine components are restricted to aluminum, steel, iron, titanium, magnesium, or other conventional alloys; carbon fiber, Kevlar, ceramics, composites, beryllium, or other exotic materials prohibited.

Minimum weight requirements for the following engine components: Piston - 460 grams; Wrist pin - 135 grams; Connecting rod - 480 grams; Intake valve - 90 grams; Exhaust valve - 80 grams.

Material for intake and exhaust pushrod and valve spring is limited to steel. All other materials prohibited. Roller bearings limited to cam bearings, cam thrust bearings, lifters, and rocker arm fulcrum and valve spring tip. Conventional sleeve rod and main bearing mandatory.

~~Semi-permanent manifold covers permitted. Manifold covers must remain firmly attached to the manifold during the run, but must be easily removable for technical inspection. All new manifold covers must by the NHRA Technical Department.~~

SECTION 18: FUNNY CAR, DESIGNATION (Page 1) (06/25/2024)

FC, preceded by car number.
Reserved for supercharged, fuel-burning, Funny Cars built specifically for all-out drag racing competition. Minimum weight at conclusion of run: 2,600 pounds, including driver.

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

Any proposed changes to vehicle design or vehicle components must be submitted in writing to the NHRA Technical Department for review and approval or disapproval, in NHRA's sole and absolute discretion. Only safety-enhancing modifications will be considered for approval and implementation. Performance-enhancing modifications may be submitted for approval; however, even if approved for future use, it is NHRA's plan that no performance-enhancing modifications will be implemented.

Plans for proposed changes to vehicle design or vehicle components and, if practicable, prototypes, must be submitted to the NHRA Technical Department as part of the review process. Fees and costs, if any, incurred by NHRA in determining whether to approve or disapprove the proposed changes to vehicle design or vehicle components shall be borne by the party submitting the items for review. Approval, if granted, is valid only if such approval is granted in writing, signed by a designated representative of the NHRA Technical Department. No proposed changes to vehicle design or vehicle components can be used in competition unless such written approval has first been granted.

Proposed changes to vehicle design or vehicle components includes, but is not limited to, engine blocks, cylinder heads, intake manifolds, injector hat, fuel pumps, superchargers, throttle pedal closing systems, body components, parachute mounting box, wing components and electronics, and includes any redesign, reconfiguration, and/or modifications to existing components. If an accepted component is damaged, it may be repaired. A repair would not require approval by the NHRA Technical Department, IF THE REPAIR WAS

COMPLETED IN A WAY THAT BRINGS THE PART BACK TO ITS ORIGINALLY ACCEPTED CONFIGURATION. Permitted repair practices include, but is not limited to, squaring up of gasket/mating surfaces, thread repair, and other practices that prolong the life of the component. However, if in the process of repairing the previously accepted component is redesigned, reconfigured, and/or modified, in any form (including, but not limited to, dimensional changes, component texture, finish, etc.) it must be submitted in writing for acceptance. Throughout this process the NHRA Technical Department will make every reasonable effort to provide a timely response to questions and to provide timely approvals or denials but makes no promises that components will receive final approval in time to start a given race or round. Approval, if granted, is valid only if such approval is granted in writing by the NHRA. NHRA reserves the right to decommission any component. It is the participant's responsibility to refer any development, redesign, reconfiguration, repair and/or modification questions with respect to Funny Car components to the NHRA Technical Department to determine whether permitted or prohibited before using in NHRA competition, and disqualification or other penalties determined in NHRA's discretion may result if this procedure is not followed. Any NHRA-approved modification must be performed by the original manufacturer only.

Non-approved parts/components are not permitted on race vehicles at any time (including any/all qualifying day(s) and eliminations) during a National Event. If a vehicle is found to be using any item or component that is different from that which is approved, or different from what is listed on the Tech Card, including an item or component that has been modified or altered from the approved configuration, then the driver and/or team is subject to penalties in the sole and absolute discretion of NHRA. Penalties can include loss of points and/or monetary fines as well as suspension, disqualification or any other penalty NHRA deems appropriate. Fines, if not paid, may be withheld from any purse/prize monies; if NHRA is unable to collect the fine from purse/prize monies the team may not be allowed to compete again, in NHRA's discretion. Multiple violations and/or flagrant disregard for this policy may result in additional penalties as determined by NHRA in its sole and absolute discretion. Among items and components that are subject to inspection and penalty if found to be different, altered, modified or otherwise not the same as the item or component that is approved, are the following: injector hats; supercharger cases (excluding end plates); supercharger inserts; supercharger rotors; intake manifolds; cylinder heads (intake valve sizes may be increased to 2.470 inches max.); engine blocks; fuel and clutch management systems, magnetos; ignition systems; data acquisition systems; all NHRA mandated safety shutoff devices (pan pressure, air pressure, etc.) front wings; rear wings; tires; and nitromethane.

SECTION 18: FUNNY CAR, FRAME: 4, PARACHUTE (Page 7) (08/23/2024)

Dual parachutes mandatory. ~~Beginning January 1, 2022, a~~All spring-loaded pilot chutes which are attached to the main parachutes must be made of a bright color

material, not black, to be visible on the racing surface if detached from the main chute when deployed. Two separate shroud line mounting points mandatory with sleeved 1/2-inch-minimum Grade 8 steel bolts with self-locking nuts or with nuts welded onto parachute brackets. 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 NHRA accepted parachute tethers are required and must be routed through each shroud line end loop and be attached using the rear end mounting bolt(s) on each side. The mounting attachments on each end of both tethers must attach to either separate rear end mounting bolts or opposite ends of a single bolt (one under the head of the bolt and the other under the nut). NHRA-accepted parachute tethers: Amick Race Car Restraints PARA-101REV1, Future Fibres FF30MLBP-MB, or Taylor Motorsports 108. When Future Fibres FF30MLBP-MB is used, only one tether is required and must be routed through each shroud line end loop and be attached using the rear end mounting bolt on each side. All tethers must be covered with a fire-resistant material. 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 wicker is prohibited.

Manual parachute Levers:
Parachutes must deploy when the manual parachute lever reaches half travel.

Parachute Air Cylinder:
The air cylinder cannot be mounted directly to the manual parachute lever; both must operate independently. All air lines must be flame resistant and minimum ¼” diameter. If using Teflon-lined braided AN line, must be 3AN or larger.

The air cylinder and lever cannot be mounted to the A, B, or C Pillar or inside the driver's compartment roof. The air cylinder must be securely mounted at both ends of the cylinder. If mounted to the tinwork, a reinforcement plate on top and bottom of tinwork (same thickness, steel/aluminum/carbon) is required, extending 2" beyond all mounting centerlines. The air cylinder can also be mounted to the rear tree, rear chassis tree, or chassis.

Parachute Cables:
Parachute system cables must have reinforcements at the ends of the wire (thimble, eyelet, etc.). Crimps must be properly clamped with the manufacturer’s specific tool. Any wire passing through an opening in the body or tinwork must be protected by a permanently installed device.

See General Regulations 4:8.

SECTION 18: FUNNY CAR, DRIVER: 10, FRESH AIR SYSTEM (Page 12) (01/23/2024)

~~A 3000 PSI, 112 cubic inches minimum capacity fresh air breathing system mandatory~~. Fresh air breathing system of at least 3000PSI, 112 cubic inch capacity required. System must be manufactured and installed by the original helmet manufacturer or with written authorization of the original helmet manufacturer. Helmet must meet applicable FIA, SFI and/or Snell specs with fresh air system installed. Compressed air only. Air must be supplied by constant pressure. Bottle must meet and be engraved as meeting, DOT-1800 pound minimum Spec. Bottle must be securely mounted (hose clamps and/or tie wraps prohibited). See General Regulations 9:8.

SECTION 19: TOP FUEL DRAGSTER, DESIGNATION (Page 1) (06/25/2024)

TF, preceded by car number.
Reserved for supercharged, fuel-burning dragsters, built specifically for all-out drag racing competition. Minimum weight at conclusion of run: 2,390 pounds, including driver.

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

Any proposed changes to vehicle design or vehicle components must be submitted in writing to the NHRA Technical Department for review and approval or disapproval, in NHRA's sole and absolute discretion. Only safety-enhancing modifications will be considered for approval and implementation. Performance-enhancing modifications may be submitted for approval; however, even if approved for future use, it is NHRA's plan that no performance-enhancing modifications will be implemented.

Plans for proposed changes to vehicle design or vehicle components and, if practicable, prototypes, must be submitted to the NHRA Technical Department as part of the review process. Fees and costs, if any, incurred by NHRA in determining whether to approve or disapprove the proposed changes to vehicle design or vehicle components shall be borne by the party submitting the items for review. Approval, if granted, is valid only if such approval is granted in writing, signed by a designated representative of the NHRA Technical Department. No proposed changes to vehicle design or vehicle components can be used in competition unless such written approval has first been granted.

Proposed changes to vehicle design or vehicle components includes, but is not limited to, engine blocks, cylinder heads, intake manifolds, injector hat, fuel pumps, superchargers, throttle pedal closing systems, body components, parachute mounting box, wing components and electronics, and includes any redesign, reconfiguration, and/or modifications to existing components. If an

accepted component is damaged, it may be repaired. A repair would not require approval by the NHRA Technical Department, IF THE REPAIR WAS COMPLETED IN A WAY THAT BRINGS THE PART BACK TO ITS ORIGINALLY ACCEPTED CONFIGURATION. Permitted repair practices include, but is not limited to, squaring up of gasket/mating surfaces, thread repair, and other practices that prolong the life of the component. However, if in the process of repairing the previously accepted component is redesigned, reconfigured, and/or modified, in any form (including, but not limited to, dimensional changes, component texture, finish, etc.) it must be submitted in writing for acceptance. Throughout this process the NHRA Technical Department will make every reasonable effort to provide a timely response to questions and to provide timely approvals or denials but makes no promises that components will receive final approval in time to start a given race or round. Approval, if granted, is valid only if such approval is granted in writing by the NHRA. NHRA reserves the right to decommission any part. It is the participant's responsibility to refer any development, redesign, reconfiguration, repair and/or modification questions with respect to Top Fuel components to the NHRA Technical Department to determine whether permitted or prohibited before using in NHRA competition, and disqualification or other penalties determined in NHRA's discretion may result if this procedure is not followed. Any NHRA-approved modification must be performed by the original manufacturer only.

Non-approved parts/components are not permitted on race vehicles at any time (including any/all qualifying day(s) and eliminations) during a National Event. If a vehicle is found to be using any item or component that is different from that which is approved, or different from what is listed on the Tech Card, including an item or component that has been modified or altered from the approved configuration, then the driver and/or team is subject to penalties in the sole and absolute discretion of NHRA. Penalties can include loss of points and/or monetary fines as well as suspension, disqualification or any other penalty NHRA deems appropriate. Fines, if not paid, may be withheld from any purse/prize monies; if NHRA is unable to collect the fine from purse/prize monies the team may not be allowed to compete again, in NHRA's discretion. Multiple violations and/or flagrant disregard for this policy may result in additional penalties as determined by NHRA in its sole and absolute discretion. Among items and components that are subject to inspection and penalty if found to be different, altered, modified or otherwise not the same as the item or component that is approved, are the following: injector hats; supercharger cases (excluding end plates); supercharger inserts; supercharger rotors; intake manifolds; cylinder heads (intake valve sizes may be increased to 2.470 inches max.); engine blocks; fuel and clutch management systems, magnetos; ignition systems; data acquisition systems; all NHRA mandated safety shutoff devices (pan pressure, air pressure, etc.) front wings; rear wings; tires; and nitromethane.

SECTION 19: TOP FUEL DRAGSTER, FRAME: 4, BALLAST (Page 7) (03/06/2024)

Permitted. Stackable or one-piece weight in front wing tube must be threaded and/or securely fastened to the tow point or front wing tube structure. When fastened to the tow point, the tow point must incorporate a cam-lock with 2 set screws securing the tow point to the front wing tube assembly. Unsecured ballast in the front wing tube is prohibited. Other means of ballast must be secured with minimum of two 1/2-inch or four 3/8-inch Grade 8 fasteners per 100 pounds and or be NHRA-accepted. See General Regulations 4:2.

SECTION 19: TOP FUEL DRAGSTER, FRAME: 4, ROLL CAGE (Page 9) (05/10/2024)

Beginning ~~January 1st, 2024~~ June 17th, 2024, all Top Fuel chassis must meet the most current SFI Spec 2.3 (rear-engine cars), except that the "Tubing Minimum" for the front half top and bottom frame rails will be 1.25" x .058". Chassis must be recertified yearly by NHRA and have serialized sticker affixed to frame the front half, main cockpit, back half, and wing stand before participation. Cars without crossmember above driver's legs must have a strap or device to prevent legs from protruding outside chassis. Routing of cables, electrical wiring, and hydraulic or pneumatic lines inside the chassis is permitted. See General Regulations 4:4, 4:11, 10:6.

Starting January 6th, 2025 or come the next front half replacement in 2024 (whichever comes first) all Top Fuel chassis must meet the most current SFI Spec 2.3 (rear-engine cars), except that the "Tubing Minimum" for the front half top and bottom frame rails will be no less than 1.25" x .058" nominal size (with an acceptable tolerance minimum wall thickness of .056").

SECTION 19: TOP FUEL DRAGSTER, DRIVER: 10, FRESH AIR SYSTEM (Page 15) (01/23/2024)

~~A 3000 PSI, 112 cubic inches minimum capacity fresh air breathing system mandatory~~. Fresh air breathing system of at least 3000PSI, 112 cubic inch capacity required. System must be manufactured and installed by the original helmet manufacturer or with written authorization of the original helmet manufacturer. Helmet must meet applicable FIA, SFI and/or Snell specs with fresh air system installed. Compressed air only. Air must be supplied by constant pressure. Bottle must meet and be engraved as meeting, DOT-1800 pound minimum Spec. Bottle must be securely mounted (hose clamps and/or tie wraps prohibited). See General Regulations 9:8.

SECTION 21: GENERAL REGULATIONS, BRAKES & SUSPENSION: 3, BRAKES (Page 17) (03/06/2024)

Brakes on each car, regardless of class, must be in good working order with two-wheel hydraulic brakes on rear wheels as a minimum requirement. Four-wheel hydraulic brakes are recommended, or as specified under Class Requirements. Lightening of backing plates, brake drums, and/or brake shoes/pads by cutting or trimming metal or friction material prohibited. Cooling or lightening holes may not be drilled in cast iron disc brake rotors. Aluminum rotors prohibited. If hand brake is used, brake handle must be inside car body or driver compartment. Brake lines must be steel, stainless steel, nickel-copper, ~~or~~ steel braided, or DOT-approved flexible. ~~And~~ May be routed ~~outside~~ inside the ~~framerail~~ frame rail or enclosed in a 16-inch length of 1/8-inch minimum wall thickness steel tubing securely mounted where line(s) pass the flywheel bellhousing area and not routed in the driveline tunnel. All brake lines must be attached to chassis as per OEM style; hoses must have mounting brackets; no tie wraps, tape, etc. All brake lines on any rear-engine car must be protected inside of tubing or be braided steel construction where they pass the engine. All pedals must be covered with non-skid material. Secondary braking systems are permitted. NHRA-accepted hand controls for the physically challenged permitted. Automated braking systems prohibited; application and release of brakes must be a direct function of the driver; electronics, pneumatics, or any other device may in no way affect or assist brake operation. NHRA-accepted mechanical ABS systems permitted in all classes; contact NHRA Technical Department headquarters. If brake system includes a differential pressure switch, line-loc installed on front brakes must have solenoid installed after the differential switch. All line-locs (electric or hydraulic) must be self-returning to normal brake operating mode.

SECTION 21: GENERAL REGULATIONS, DRIVER: 10, NECK COLLAR/HEAD AND NECK RESTRAINT DEVICE/SYSTEM (Page 46) (03/20/2024)

Neck collar must be commercially produced and designed for racing. Two different types of collars are commercially available: a full 360-degree “donut” type or a pull-together “horseshoe” type. Modification according to manufacturer’s recommendations to fit helmet and driver’s neck/shoulder spacing permitted. Must be worn as per manufacturer’s recommendations. Must meet SFI Spec 3.3 as per class rules.

Neck collar meeting SFI Spec 3.3 mandatory in all open bodied cars and any car running 9.99 (*6.39) or quicker or cars exceeding 135 mph. A head and neck restraint device/ system may be used in lieu of a neck collar.

~~**A head and neck restraint device/system meeting SFI 38.1 is mandatory for any vehicle running 200 mph or faster or running 7.49 (*4.49) or quicker or by Class Requirements.**~~

~~**Beginning January 1st, 2024,**~~ **A head and neck restraint device/system meeting SFI 38.1 is mandatory for any vehicle running 150 mph or faster for 1/4 or 1/8 mile or running 7.49 (*4.49) E.T. or quicker or by Class Requirements. An SFI 38.1 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.**

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/system may be used with or without a neck collar

SECTION 21: GENERAL REGULATIONS, GENERAL: 11, 11:1 ADVERTISING AND OTHER MATERIAL/ DISPLAYS (Page 48) (05/22/2024)

NHRA reserves the right to regulate any advertising or other material that is present on site at any NHRA event including without limitation any material appearing on any participant, on the body or any other visible part of any vehicle or transporter participating in NHRA events including support vehicles, in any pit area, in any area of the dragstrip from the staging lanes to the end of the dragstrip, and any item or material on site that may constitute product placement. Participants and vehicles may be excluded from competition and from event facilities if, in NHRA's discretion, any advertising or other material displayed on a person, race or support vehicle, or in a pit area or otherwise is not in the best interests of NHRA and the sport of drag racing, and/or is or may be in conflict with any applicable law.

Moreover, NHRA will require compliance with all guidelines and requirements of any telecaster for events that will be telecast. In addition, NHRA may require certain indicia to be visible on a vehicle as a condition of participation in competition if NHRA determines that such requirement is in the best interests of NHRA and the sport of drag racing.

The NHRA logo or name may not be used in conjunction with political candidates.

If a race team legitimately is sponsored by a political candidate then the candidate's name and the year of the election may appear on the race vehicle

(but the decal vehicle will not be prominently featured/emphasized on television or in other content, per broadcast standards and practices). Decal size will be limited to 144 square inches on a race vehicle and 48 square inches on a motorcycle. Location will be limited to the rear quarter panel of a race car, outside for the driver's compartment of a dragster and wheelie bar side shields on a motorcycle.

If a matter is deemed by NHRA not to be in the best interests of NHRA and the sport of drag racing, then NHRA will not allow such matter to be displayed or advertised on site or in connection with NHRA in any manner whatsoever. NHRA, in its sole and absolute discretion, may take any action, up to and including disqualification of a driver, for violation of this rule.

~~By way of illustration and without limitation, online gambling is an activity deemed by NHRA to be not in the best interests of NHRA and the sport of drag racing, and an activity that NHRA will not allow to be displayed or advertised on site at any NHRA event or in connection with NHRA in any manner whatsoever. Websites that allow gaming that is entirely free and for fun may be permitted pursuant to further guidelines that may be requested from NHRA. Violation of any part of any such guideline will be treated as violation of the NHRA Rulebook.~~