2015 TO 2016 NHRA HOT ROD HERITAGE RACING SERIES RULES SUPPLEMENT AMENDMENTS

(These rule amendments cover rule changes made from the beginning of the 2015 season until the beginning of the 2016 season)

2016 RULE CHANGES BECOME EFFECTIVE JANUARY 1, 2016

Initial Release: 12/21/2015

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2016 Hot Rod Heritage Racing Series Rules Supplement Amendments

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The date beside the amendment indicates the day of original posting

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The most recent amendments are highlighted in yellow

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SECTION 1: HOT ROD ELIMINATOR, DRIVER:10, HELMET (Page 11) (12/21/2015)
For all 9.99 and quicker supercharged cars, a full-face Snell SA2005 or SA2010 or SA2015 helmet mandatory; shield permitted (goggles prohibited).

SECTION 2: GAS ELIMINATOR, DRIVER:10, HELMET (Page 16) (12/21/2015)
For all 9.99 and quicker supercharged cars, a full-face Snell SA2005 or SA2010 or SA2015 helmet mandatory; shield permitted (goggles prohibited).

SECTION 3: NOSTALGIA ELIMINATOR, DRIVER:10, HELMET (Page 22) (12/21/2015)
For all 9.99 and quicker supercharged cars, a full-face Snell SA2005 or SA2010 or SA2015 helmet mandatory; shield mandatory (goggles prohibited).

SECTION 4: ELIMINATOR, FRAME:4, ROLL CAGE (Page 25) (12/21/2015)
Chassis must meet SFI Spec 10.1E (front-engine, driver in front of rear end) or SFI Spec 10.2 (altered) or SFI Spec 2.2B or 2.4B (front-engine, driver behind rear end). Plating of chassis prohibited; painting permitted. Chassis must be inspected every three years by NHRA and have serialized sticker affixed to frame before participation. Roll-cage padding meeting SFI Spec 45.1 mandatory where driver’s helmet may come in contact with roll-cage components. Additional padding, mounted on flat stock and fastened to the roll cage on both sides of the driver’s helmet, mandatory. Additional padding must be NHRA accepted (with manufacturer’s name displayed), securely mounted using bolts or locking fasteners, and must include a flame-retardant covering. A current list of NHRA-accepted lateral head supports is available on NHRARacer.com. All wiring must be external of the framerails; routing of cables, hydraulic, or pneumatic
lines inside the chassis is permitted. Pressurization of framerails in lieu of air bottles is prohibited.

SECTION 4: ELIMINATOR, FRAME:4, ROLL CAGE (Page 25) (12/21/2015)
Mandatory. Chassis must be inspected every three years by NHRA and have serialized sticker affixed to frame before participation. Chassis must conform to SFI Spec 2.4B. Roll-cage padding meeting SFI Spec 45.1 mandatory anywhere driver's helmet may come in contact with roll-cage components. See General Regulations 4:4, 4:11, 10:6.

SECTION 4: ELIMINATOR, DRIVER:10, HELMET (Page 27) (12/21/2015)

SECTION 4: ELIMINATOR, DRIVER:10, PROTECTIVE CLOTHING (Page 27) (12/21/2015)
Driver’s suit meeting SFI Spec 3.2A/20, gloves 3.2A3/15, boots 3.3/15, and head sock 3.3. All jacket and pants or driver suit that meet the SFI Spec 3.2A/20 must be recertified on a five-year interval. Head sock is not mandatory when helmet is manufactured with a skirt labeled as meeting SFI Spec. 3.3.

SECTION 5: JUNIOR FUEL ELIMINATOR, DRIVER:10, HELMET (Page 31) (12/21/2015)

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SECTION 7: NOSTLAGIA FUNNY CAR DESIGNATION (Page 37) (1/25/2016)
N/FC, preceded by number.

Reserved for pre-1980 American bodies, nitro-burning Funny Cars built specifically for all-out drag racing competition. Minimum weight at conclusion of run: 2,250 2,300 pounds, including driver.

These rules are the minimum standards for operation of an Alternative Sanctioning Organization using NHRA member tracks or the standard an NHRA member track must use when booking in this type of exhibition show. Alternative Sanctioning Organizations must employ at least one silver-certified SFI tech inspector throughout the event. Proper tech inspection and follow-through during the entire event is imperative.

Speeds of 250 mph and/or elapsed times in the 5.90-second range will require a reevaluation of performance restrictions.
True nostalgia cars that do not meet these rules may be certified for exhibition runs only through the NHRA main office on an individual basis.

SECTION 7: NOSTALGIA FUNNY CAR, FRAME:4, ROLL CAGE (Page 41) (12/21/2015)
Chassis must have manufacturer’s name, serial number, and date of manufacture. Chassis must meet SFI Spec 10.1E. Plating of chassis prohibited; painting permitted. Chassis must be inspected yearly by NHRA and have serialized sticker affixed to frame before participation. Roll-cage padding meeting SFI Spec 45.1 mandatory where driver’s helmet may come in contact with roll-cage components. Additional padding, mounted on flat stock and fastened to the roll cage on both sides of the driver's helmet, mandatory. Additional padding must be NHRA-accepted, securely mounted using bolts or locking fasteners, and must include a flame-retardant covering. A current list of NHRA-accepted lateral head supports is available on NHRARacer.com. Pressurization of framerails in lieu of air bottles is prohibited.

SECTION 7: NOSTALGIA FUNNY CAR, DRIVER:10, HELMET (Page 43) (12/21/2015)

SECTION 8: NOSTALGIA TOP FUEL, FRAME:4, ROLL CAGE (Page 47) (12/21/2015)
Chassis must have manufacturer’s name, serial number, and date of manufacture. Chassis must meet SFI Spec 2.2B (front-engine cars). Effective Jan. 1, 2011, chassis must meet SFI Spec 2.2C. Current certification will be accepted until they expire. Plating of chassis prohibited; painting permitted. Chassis must be inspected yearly by NHRA and have serialized sticker affixed to frame before participation. Roll-cage padding meeting SFI Spec 45.1 mandatory where driver’s helmet may come in contact with roll-cage components. Additional padding, mounted on flat stock and fastened to the roll cage on both sides of the driver’s helmet, mandatory. Additional padding must be NHRA-accepted, securely mounted using bolts or locking fasteners, and must include a flame-retardant covering. A current list of NHRA-accepted lateral head supports is available on NHRARacer.com. Pressurization of framerails in lieu of air bottles is prohibited.

SECTION 8: NOSTALGIA TOP FUEL, DRIVER:10, HELMET (PAGE 49) (12/21/2015)

The use of aluminum bellhousing is permitted in all categories and applications. The aluminum bellhousing must meet applicable SFI Specifications. Absolutely no modifications to as-manufactured design are permitted on SFI Spec 6.1, 6.2, 6.3, or 9.4 flywheel shields and/or liners. An SFI Spec 6.1W bellhousing is also acceptable.
wherever an SFI Spec 6.1 bellhousing is mandatory or permitted. All 6.2 and 6.3
titanium bellhousings must be reinspected and recertified yearly. SFI 6.1 titanium and
aluminum bellhousings and SFI 6.2 or 6.3 steel bellhousings must be reinspected and
recertified every two years (or as specified by the manufacturer). SFI 6.1 or 9.4
bellhousings must be reinspected and recertified every five years (6.1) or every two
years (9.4). Where SFI Spec bellhousings are mandatory, all applicable liners, large
mounting fasteners, motor plates, etc., as required by SFI Specs or the manufacturer,
must be properly installed. For all new flywheel shields and for all flywheel shields
certified or recertified after Nov. 14, 2012, all liners must be flush with the motor plate;
liners may be notched for starter gears/snouts.

Where an SFI 6.1, 6.3, or 9.4 bellhousing is mandatory, a full, one-piece motor plate is
also mandatory at the rear of the engine block. The motor plate must be constructed of
steel or 6061-T6, 7075-T6 or 2024-T3 wrought heat-treated aluminum alloy plate,
minimum 1/8-inch thick for 6.1 or 9.4 applications, minimum 3/16-inch thick for 6.3
applications. In addition to the fastener requirements noted below, the SFI 6.3 flywheel
shield must be fastened to the motor plate with four 1/2-inch-diameter Grade 5 shoulder
bolts or high strength steel (or titanium) fasteners and nuts, one in each quadrant.
Where an SFI 6.2 bellhousing is mandatory, see Section 2:8 for motor plate and
fastener requirements.

The flywheel shield must be fastened to the engine and motor plate with a full
complement (all available engine bolt holes or as specified by the manufacturer) of
Grade 8 bolts or high strength studs. The use of Allen bolts to fasten the shield to
engine or motor plate, to fasten covers, etc. is prohibited. All bolts (not studs or nuts)
used for flywheel shield mounting, covers, etc. must be identifiable as to grade; all nuts
and bolts associated with flywheel shield mounting, covers, etc. must be full standard
depth, width, etc. (reduced thickness bolt heads, hollow bolts, half nuts, thin wall nuts,
etc. prohibited). Maximum depth of flywheel shield is 8 5/8 inches, except Top Fuel,
Funny Car, TAD, TAFC, and Advanced E.T., maximum depth 9.4 inches (inside).
Maximum thickness of all motor plates, mid-plates, and mounting plates installed
between engine and flywheel shield is 1/2-inch, except SFI 6.1 which may be 1 1/4-inch
maximum. All covers and fasteners associated with the flywheel shield must be installed
prior to starting engine at any time, including warm-ups. Maximum spacing between
flange fasteners in the flywheel shield is 7 inches. Chemical milling or any other
structure-weakening procedure is prohibited. Welding to repair a flywheel shield is
prohibited unless it is performed by the manufacturer and recertified by the
manufacturer prior to use.

For cars equipped with an SFI 7.1 lower engine ballistic/restraint device, a maximum of
two holes, each no larger than two inches in diameter (or 3.14 square inches equivalent
area) are permitted. The holes must be located entirely below the horizontal centerline
of the crankshaft. The holes must be at least 0.5-inch from any bellhousing bolt hole
and be separated by at least two inches. SFI 6.2 flywheel shields may have one two-
inch maximum diameter hole in the bottom of the back face of the shield. The opening
in the motor plate for the crankshaft flange may not exceed the crankshaft flange
diameter by more than one inch (except as noted for Top Fuel and Funny Car).
SECTION 9: GENERAL REGULATIONS, DRIVETRAIN: 2, 2:10 FLYWHEEL SHIELD: Other Classes (Page 63) (12/21/2015)

All other cars using a clutch and running 11.49 or quicker must be equipped with an SFI 6.1, 6.2, or 6.3, or 9.1 flywheel shield. See Section 2:6 for motor plate and general requirements. There shall be a minimum of seven 3/8-inch-diameter Grade 8 bolts or high strength steel studs in the top half of the bellhousing. There shall be a minimum of eight 3/8-inch-diameter Grade 8 bolts or high strength steel studs in the bottom half of the bellhousing used to fasten the bellhousing to the motor plate. Modifications or repairs to the flywheel shield prohibited except if performed and recertified by manufacturer.

Exceptions to this rule: Volkswagen and Porsche engine cars are not required to have a shield when the engines are normally aspirated and gasoline burning. Porsche engines must use a steel billet flywheel. All other RWD cars running 11.49 or quicker for which an SFI 6.1, 6.2, or 6.3, or 9.1 flywheel shield is not commercially available may use an SFI 6.1, 6.2, or 6.3, or 9.1 flywheel shield from another application and mount it to a motor plate that is mounted to the engine block at all available bolt holes; or must be equipped with a flywheel shield made of 1/4-inch minimum thickness steel plate, securely mounted to the frame or frame structure and completely surrounding the bellhousing 360 degrees. The flywheel shield shall not be bolted to either the bellhousing or engine. The flywheel shield must extend forward to a point at least 1 inch ahead of the flywheel and 1 inch to the rear of the rotating components of the clutch and pressure plate.

All front-wheel-drive or transverse-mounted applications using a clutch and running 11.49 or quicker, for which an SFI Spec 6.1, 6.2, or 6.3, or 9.1 flywheel shield is not commercially available, must be equipped with a flywheel shield made of 1/4-inch minimum thickness steel plate. Shield must surround the bellhousing completely except for area of bellhousing adjacent to differential and axle shaft. Shield may be multi-piece, with pieces bolted together using minimum 3/8-inch-diameter Grade 5 or M10 class 8.8 bolts; may be attached to engine and/or bellhousing.

Titanium flywheel shields are permitted only in Top Fuel, Funny Car, Pro Stock, Top Alcohol Dragster, Top Alcohol Funny Car, Comp, Super Comp, Super Gas, Advanced E.T., and E.T.

SECTION 9: GENERAL REGULATIONS, BODY: 7, 7:1 AIR FOILS (Page 70) (12/21/2015)

Air foils, canards, wings, and spoilers other than original factory equipment are permitted only in open-bodied class cars (e.g. Dragster, Street Roadster, or open-wheel Altered) or as noted in Class Requirements. A positive locking device to prevent movement mandatory. No part to be within 6 inches of rear tires. Spring-loaded spoilers, wings, or canards prohibited. Adjustment of air foils, wings, or spoilers during run prohibited. NOTE: A spoiler is mounted directly to the deck lid of the vehicle such that air passes only on the top side of the device. An air foil or wing is mounted on stands, struts, or pedestals such that air passes over the top and underneath the device. Minimum fastener size on all front wings, canards, etc. is 1/4-inch. Ball-lock pins
prohibited. Beginning Jan. 1, 2016: For all open-wheel/body cars where rear wings are permitted the wing may be fully mounted to the roll cage or frame structure only via plates and/or short brackets; maximum 6 inches center-to-center between the upper (wing tab) and lower (roll cage tab) bolts. Tube type or extended wing stands are prohibited when mounting wings to any components of the driver’s compartment of any SFI specification roll cage.

Beginning Jan. 1, 2016: For all open-wheel/body cars where rear wings are permitted and mounted to the roll cage the wing may either be fully mounted to the roll cage via plates and/or short brackets, maximum 6 inches center-to-center between the upper (wing tab) and lower (roll cage tab) bolts or have a roll-cage shroud. A multi-piece shroud is permitted. The shroud must be constructed of minimum .075-inch Grade 2 ASTM-B-265 titanium or .090-inch 4130 steel and must be shaped to conform to the roll cage. The shroud must be attached to each of the side bars with a minimum of three 1/4-inch minimum-diameter Grade 8 bolts and bosses per side, to the top with one 1/4-inch minimum-diameter Grade 8 bolt and boss, and to the rear bars with a minimum of two 1/4-inch minimum-diameter Grade 8 bolts and bosses per side. Tabs with bolt and nut, where the nut is welded to the tab, may be used in place of the bosses. Absolutely no components may be mounted to the helmet shroud above the top of the shoulder hoop. Bolt heads must be 1/2-inch hex-style head.

NHRA-accepted helmet shrouds must be made as a one-piece shroud, a two-piece shroud, where each half must overlap; or a three-piece shroud, that includes two side shields and the center section.

All shrouds must fully encapsulate the rear braces and the secondary roll-cage hoop on the sides and top; when viewed from the rear, the shroud must cover the complete visible roll-cage structure. On the bottom, the shroud must have 2-inch clearance between the upper frame rail/shoulder hoop; on the top and sides, the entire shroud must extend fully forward to at least the centerline of the side bars.

When the shroud is fabricated as a two-piece unit, the components must overlap a minimum of 3/4-inch per side.

On a three-piece shroud, the center/rear section of the shroud may stand off from/behind the side pieces by no more than ¾ inches at any point and must overlap each side a minimum of 1 1/2 inches. The side shrouds must extend to the centerline of the rear hoops.

SECTION 9: GENERAL REGULATIONS, BODY: 7, 7:2 COMPETITION NUMBERS

All contestants are required to display a permanent driver number at all NHRA events. Numbers on side windows must be a minimum 6 4 inches high and 1 1/2 inches wide. Class designation letters must be a minimum 3 inches high and 1 inch wide. Driver’s competition number and class designation must be displayed in a legible manner in a contrasting color to the vehicle’s background color, or light color on windows, in a prominent position, and be clearly visible to the tower personnel. Class and numbers
must be in the form of permanent decals or paint. The use of shoe polish in any form is prohibited.


On open-bodied cars, or any other class car without a windshield, a metal or other fireproof deflector must be installed. Minimum size on Street Roadster and Altered class cars is 5 inches x 12 inches. The deflector should divert wind, liquids, and foreign matter over the driver’s head, be securely mounted, and installed in such a manner that it does not obstruct the driver’s frontal view in any way. \textit{Tape of any kind prohibited on any transparent windshield. The use of any temporary or permanent shielding, including paint, that obstructs the driver’s vision (e.g., blinders, staging aids) and that is attached to the helmet or windscreen is prohibited.}

SECTION 9: GENERAL REGULATIONS, DRIVER: 10, 10:7 HELMET AND GOGGLES (PAGE 77) (12/21/2015)

As outlined under Class Requirements, drivers in all classes, including motorcycles, must wear a helmet meeting Snell or SFI Specifications.

- SFI Spec. 31.1/2005 = Snell SA, open-face helmet
- SFI Spec. 41.1/2005 = Snell M or K open-face helmet

\textbf{Full-face helmet mandatory on all cars 9.99 or quicker.} See individual Class Requirements for additional requirements. \textbf{Shield mandatory 7.49 and quicker.}


\begin{center}
\begin{tabular}{|l|l|l|}
\hline
\textbf{Label} & \textbf{Expires} & \textbf{Label} \\
\hline
Snell 2005 & 1/1/2017 & SFI 41.1/2005 \\
Snell 2010 & 1/1/2022 & SFI 24.1 (JDRL only) \\
Snell 2015 & 1/1/2027 & SFI 24.1/2005 (JDRL only) \\
\textbf{SFI 31.1/2005} & 4/1/2017 & \textbf{SFI 24.1/2010 (JDRL only)} \\
\textbf{SFI 31.1 and 41.1/2005} & 1/1/2017 & \textbf{SFI 24.1/2015 (JDRL only)} \\
\textbf{SFI 31.1 and 41.1/2010} & 1/1/2022 & \textbf{Snell CMR 2007 (JDRL only)} \\
\textbf{SFI 31.1 and 41.1/2015} & 1/1/2027 & \textbf{Snell CMS 2007 (JDRL only)} \\
\hline
\end{tabular}
\end{center}

Structural modifications to helmet/shield are prohibited. Cutting of helmet or helmet shield prohibited. Helmet must remain as manufactured, except for paint scheme/graphics and permitted non-structural driver modifications to helmet shield as set forth below. Taping or similar modifications to the helmet shield made by the driver that reduce the driver’s field of vision, and are deemed safe by driver in the driver’s judgment, are permitted at this time so long as the driver can demonstrate to technical
inspectors that the purpose of the modification is to reduce distraction in the driver’s field of vision. By using such a modification to the helmet shield, the driver acknowledges and agrees that the driver deems such modification safe in the driver’s judgment consistent with the driver’s obligations in Section 1 (NHRA Rulebook), Participant Agreements and Administrative and Procedural Rules, set forth above, and that the modification does not impair or interfere with the safe operation of the driver’s vehicle. See General Regulations 7:8.

SFI SPECIFICATIONS (Page 80) (12/21/2015)
Following is a list of all SFI Specifications applicable to NHRA Championship Drag Racing, with respective expiration periods. An item with an expiration period must be returned to the original manufacturer for inspection and recertification at the end of this period before it can be permitted for further use at an NHRA event. Unless otherwise noted in this rulebook, refer to SFIfoundation.com for the latest version of all none chassis specifications. Also, unless otherwise noted in this document, refer to techconn.nhra.com for the latest SFI chassis specification versions. Note: Only certified NHRA chassis inspectors and authorized NHRA officials have access to techconn.nhra.com.

<table>
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<th>SFI SPEC DESCRIPTION</th>
<th>EXPIRATION PERIOD</th>
<th>EXPIRATION PERIOD</th>
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<tr>
<td>1.1 Single-Disc Clutch &amp; Flywheel Assembly</td>
<td>2 years</td>
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<tr>
<td>1.2 Multi-Disc Clutch &amp; Flywheel Assembly E.T. through Comp, PS</td>
<td>2 years</td>
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<tr>
<td>1.3 Multi-Disc Clutch and Flywheel Assembly TAD, TAFC, TF, and FC</td>
<td>1 year</td>
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<tr>
<td>1.4 Multi-Disc Clutch and Flywheel Assembly TAD and TAFC</td>
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<tr>
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<tr>
<td>2.1 Rear-Engine Dragster Chassis Spec, TAD (Includes Wing and Rear-End Mounting)</td>
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<tr>
<td>2.2(\text{B}) Front-Engine Dragster Chassis Spec, NTF, TAD</td>
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<tr>
<td>2.3(\text{NP}) Rear-Engine Dragster Chassis Spec, TF (Includes Wing and Rear-End Mounting)</td>
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<tr>
<td>2.4(\text{B}) Front-Engine Dragster Chassis Spec, Advanced E.T., A/D, B/D, C/D, A/ED, B/ED, A/ND, &amp; B/ND</td>
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<tr>
<td>2.5(\text{B}) Rear-Engine Dragster Chassis Spec, Adv. E.T.</td>
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<tr>
<td>2.6 Front-Engine Dragster Chassis Spec, 7.50 and Slower</td>
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<tr>
<td>2.7(\text{B}) Rear-Engine Dragster Chassis Spec, 7.50 and Slower</td>
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<tr>
<td>3.2A/1 Jacket (and Pants Where Applicable)</td>
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<tr>
<td>3.2A/5 Jacket (and Pants Where Applicable)</td>
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<tr>
<td>3.2A/15 Jacket and Pants or Suit</td>
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<td>3.2A/20 Driver’s Suit</td>
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</table>
3.2A/25 Driver’s Suit ............... 5 years, including the year on the tag
3.2A/30 Driver’s Suit ............... 5 years, including the year on the tag
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(Check with Manufacturer; May Be Only 1 Year)
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(Check with Manufacturer; May Be Only 1 Year)
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41.1A Open-Face Helmet (Snell M Rating) ................................. exp. 1/1/2014
41.2A Full-Face Helmet (Snell M Rating) ................................... exp. 1/1/2014
42.1 Steering-Wheel Hub
43.1 Driveshaft
45.1 Roll-Bar/Cage Padding
49.1 Top Fuel Rear Wing Assembly ............................................. 1 year
49.2 Top Fuel Front Wing Assembly ............................................ 1 year
54.1 Nonflammable, Thermal Barrier/Fire Extinguishing Coatings