2016 NHRA RULE AMENDMENTS
(These rule amendments cover rule changes made to the 2016 rulebook)

(Unless otherwise noted, rule changes become effective immediately)

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Second release: 1/18/2016
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Fifth release: 3/9/2016
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**NHRA RULE AMENDMENTS**

**Note 1:**
All section and page numbers refer to those found in the latest version of the online 2016 NHRA Rulebook.

Rulebook.Additions are **Blue underline**

Deletions are **Red strikethrough**

**Yellow highlights** indicate the most recent updates. If a section has been updated, the date of the revision is indicated in the section title.

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In an attempt to control runaway index situations in Competition eliminator, CIC will be in effect during eliminations at all NHRA Mello Yello Drag Racing Series national and NHRA Lucas Oil Drag Racing Series events. (Any other event will not carry permanent CIC adjustments.) Once a competitor adjusts a class or personal index in two classes through a permanent CIC, that competitor is restricted to competition in the affected classes only and will not be allowed to compete in any other Comp class for the remainder of the current season. If a competitor adjusts a single class or personal index or does not adjust an index permanently, he/she will be allowed to compete in any Comp class. Any contestant running -.50 or quicker during eliminations (not during qualifying or time trials) will have his or her index adjusted by the amount he or she exceeds -.50 for the following round of eliminations.

In cases where two cars of the same class are paired, the race is conducted on a heads-up basis, regardless of any CIC considerations.

CLASS INDEX

Any contestant who runs -.6710 or greater in official eliminations will cause his or her respective class index to be permanently adjusted by an increment equal to the second decimal of the infraction immediately following the event. The CIC adjustment will be conducted with one plateau and will follow the chart below:

<table>
<thead>
<tr>
<th>Runs Under</th>
<th>Adjustment</th>
<th>Runs Under</th>
<th>Adjustment</th>
</tr>
</thead>
<tbody>
<tr>
<td>.670</td>
<td>.00</td>
<td>.746</td>
<td>.06</td>
</tr>
<tr>
<td>.671</td>
<td>.01</td>
<td>.727</td>
<td>.07</td>
</tr>
</tbody>
</table>
Examples: The adjustments for runs \( .6710 \) through \( .64980 \) under will continue to increase in \( .01 \)-second increments \textbf{with a maximum increase of .1-second per event}. From \( .650 \) to \( .709 \) under, the adjustments will be at a fixed plateau of \( .05 \)-second. From \( .710 \) and under, the index will be adjusted \( .01 \) for every \( .01 \) under the index; e.g., a run \( -.778 \) under will be adjusted by \( .12 \)-second. At events conducted at altitude-corrected tracks, all relevant altitude factoring will be used for event CICs and permanent CICs. Example: A contestant runs \( .6720 \) under the altitude-corrected index. This will cause a permanent CIC adjustment to the sea-level index of \( .02 \).

Any contestant who posts an elapsed time during eliminations that would generate a permanent class index CIC adjustment (\( .6710 \) or more under index), then fails to pass certification for the run (weight, fuel, etc., including “driving by” the scales) will automatically be disqualified from the event. The event will be charged against the competitor’s annual quota of scored events with zero points.

\textbf{Note: Event CIC will be a straight 1 to 1 index reduction. Permanent Personal or Permanent Class index reductions following an event will be no more than .1 second.}

\textbf{EIGHTH-MILE EVENTS:}

For eighth-mile events, the above policy will be adjusted as follows: Any contestant running \( -.35 \) or quicker during eliminations (not during qualifying or time trials) will have his or her index adjusted by the amount he or she exceeds \( -.35 \) for the following round of eliminations. \textbf{Any contestant who runs \( -.460 \) or greater in eliminations (not during qualifying or time trials) will cause his or her respective class index (eighth-mile index only) to be permanently adjusted by an increment equal to the second decimal of the infraction, up to a maximum of .10-second, following the event. The CIC adjustment will be conducted with two plateaus and will follow the chart below:}

\begin{tabular}{l l l l}
\hline
Runs Under & Adjustment & Runs Under & Adjustment \\
.460 to .469 & .01 & .560 to .569 & .06 \\
.470 to .479 & .02 & .570 to .579 & .07 \\
.480 to .489 & .03 & .580 to .589 & .08 \\
.490 to .499 & .04 & .590 to .599 & .09 \\
.500 to .559 & .05 & .600 and greater & .10 \\
\hline
\end{tabular}

\textbf{For additional information on mineshaft conditions and year-end CIC reviews, visit NHRARacer.com.}
PERSONAL INDEX

Any contestant who runs -.610 or greater in official eliminations will cause his or her respective personal index to be permanently adjusted by an increment equal to the second decimal of the infraction immediately following the event. The CIC adjustment will be conducted with one plateau and will follow the chart below:

<table>
<thead>
<tr>
<th>Runs Under</th>
<th>Adjustment</th>
<th>Runs Under</th>
<th>Adjustment</th>
</tr>
</thead>
<tbody>
<tr>
<td>.60</td>
<td>.00</td>
<td>.66</td>
<td>.06</td>
</tr>
<tr>
<td>.61</td>
<td>.01</td>
<td>.67</td>
<td>.07</td>
</tr>
<tr>
<td>.62</td>
<td>.02</td>
<td>.68</td>
<td>.08</td>
</tr>
<tr>
<td>.63</td>
<td>.03</td>
<td>.69</td>
<td>.09</td>
</tr>
<tr>
<td>.64</td>
<td>.04</td>
<td>.70 – greater</td>
<td>.10 maximum</td>
</tr>
<tr>
<td>.65</td>
<td>.05</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Examples: The adjustments for runs .610 through .70 under will continue to increase in .01-second increments with a maximum increase of .1-second. At events conducted at altitude-corrected tracks, all relevant altitude factoring will be used for event CICs and permanent CICs. Example: A contestant runs .620 under the altitude-corrected index. This will cause a permanent CIC adjustment to the sea-level index of .02.

Any contestant who posts an elapsed time during eliminations that would generate a permanent personal index CIC adjustment (.610 or more under index), then fails to pass certification for the run (weight, fuel, etc., including "driving by" the scales) will automatically be disqualified from the event. The event will be charged against the competitor’s annual quota of scored events with zero points.

SECTION 2: RACE PROCEDURES, NATIONAL RECORD PROCEDURES (Page 9) (1/28/2016)

The standard of excellence of performance in drag racing is the NHRA national record. These records are established under controlled conditions at authorized record events throughout the season. NHRA’s official national records program is conducted at each of the NHRA Mello Yello Drag Racing Series national events (Mello Yello, Top Alcohol Dragster/Funny Car, and Pro Mod categories only), NHRA Lucas Oil Drag Racing Series divisional events, official NHRA National Opens, and at other specifically designated national record events.

National Record Procedures at National Events

NHRA Teams participating in the NHRA Mello Yello Series, J&A Service Pro Mod Series, and the Lucas Oil Series Alcohol categories who post performances for elapsed time and speed that are quicker or faster than the existing national records at any time during a national event, will be eligible for the national record.
The driver holding the record at the conclusion of the race will be credited with the record. Elapsed-time records will be recorded and listed to the thousandth of a second. Speed records will be to the hundredth of a mile per hour. If two contestants tie for the elapsed-time record to the thousandth of a second at the same event, the tiebreaker will be the fastest mile-per-hour reading for the run that established the record. In the event a tie still exists, the contestant accomplishing the record run earlier in the event will be awarded the record. If the record is tied at a later race, the record will stay with the driver who set it first. Similarly, if two contestants tie for the speed mark, the tiebreaker will be the quickest elapsed time on the run that established the new national record. No points will be awarded for elapsed time or speed records at national events. Mello Yello, Top Alcohol Dragster/Funny Car, and Pro Mod contestants may set speed marks independent of elapsed-time records.

Each record run is made under close observation of starting procedures, running, finish, and timing. Each vehicle is thoroughly inspected to determine its compliance with class requirements, including weight, engine displacement, mechanical limitations, and fuel checks where necessary.

**National Record Procedures at Non-National Events**

Each record run is made under close observation of starting procedures, running, finish, and timing. Each vehicle is thoroughly inspected to determine its compliance with class requirements, including weight, engine displacement, mechanical limitations, and fuel checks where necessary. In a sport where records play such a vital role, every effort is made to maintain their accuracy and validity. In order to ensure the validity of all new records, a backup performance of within 1 percent of the new mark is required at the same event except for the Alcohol category. In the event that two runs exceed the existing record but are not within 1 percent of each other, the quicker time or faster speed will be acceptable as the backup for the slower time, which will stand as the new record.

Mello Yello, Top Alcohol Dragster/Funny Car, and Pro Mod elapsed-time records will be recorded and listed to the thousandth of a second. Sportsman elapsed-time records will be recorded to the hundredth of a second. Speed records will be to the hundredth of a mile per hour. If two contestants tie for the elapsed-time record to the thousandth of a second at the same event, the tiebreaker will be the fastest mile-per-hour reading for the run that established the record. In the event a tie still exists, the contestant accomplishing the record run earlier in the event will be awarded the record. If the record is tied at a later race, the record will stay with the driver who set it first. Similarly, if two contestants tie for the speed mark, the tiebreaker will be the quickest elapsed time on the run that established the new national record. Mello Yello, Top Alcohol Dragster/Funny Car, and Pro Mod contestants may set speed marks independent of elapsed-time records; records may be set until the driver is eliminated from further competition; previous runs
acceptable as 1 percent record backup. Super Stock and Stock contestants may use previous runs as acceptable 1 percent backup. Speed records in Comp, Super Stock, and Stock can be established only in conjunction with elapsed-time records. Comp records may be set in the first round of eliminations, using a previous qualifying run from the same event as a backup if within the necessary 1 percent of the record time. Super Stock and Stock contestants may not set or back up records during any rounds of competition. Comp, Super Stock, and Stock records will retire automatically after two years, on the last day of the previous month in which the record was set. With the exception of National Opens, eighth-mile records may be set at eighth-mile events only.

A contestant cannot set records with one vehicle, then compete in eliminations with another vehicle. Only the driver holding the record at the conclusion of the event will be credited with the record. A driver setting then losing a record at the same event will not receive credit for establishing a record.

SECTION 3: POINTS AND RELATED PROGRAMS, NHRA MELLO YELLO RACING SERIES (Page 1) (1/28/2016)

The 2016 NHRA Mello Yello Drag Racing Series begins with the Circle K NHRA Winternationals and concludes with the Auto Club NHRA Finals.

National Events: The premier series of NHRA races features the Mello Yello categories of racing and the NHRA Lucas Oil Drag Racing Series classes. The national event tour begins each February in Pomona, Calif., and visits multiple sites throughout the United States, winding its way back to Pomona in November.

Contestants in each of the Mello Yello racing categories compete for the NHRA Mello Yello Drag Racing Series world championship title on the basis of total points earned at NHRA national events.

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<th>NHRA NATIONAL EVENTS</th>
<th>CHEVROLET PERFORMANCE</th>
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<tr>
<td>POINTS STRUCTURE</td>
<td>(all races U.S. NATIONALS POINTS</td>
</tr>
<tr>
<td>except in Indianapolis)</td>
<td>STRUCTURE (Indianapolis)</td>
</tr>
<tr>
<td>Winner. . . . . . . . . . . 100</td>
<td>Winner . . . . . . . . . . . 150</td>
</tr>
<tr>
<td>Runner-up. . . . . . . . . . 80</td>
<td>Runner-up . . . . . . . . . 120</td>
</tr>
<tr>
<td>Third-round loser. . . . . . 60</td>
<td>Third-round loser . . . . . . 90</td>
</tr>
<tr>
<td>Second-round loser. . . . . 40</td>
<td>Second-round loser . . . . 60</td>
</tr>
<tr>
<td>First-round loser . . . . . 20</td>
<td>First-round loser. . . . . . 30</td>
</tr>
</tbody>
</table>

Additional points are awarded at national events as follows:

10 points to all contestants (15 at Chevrolet Performance U.S. Nationals) — one qualifying run required.
— 20 points for establishing an official e.t. record.
SECTION 5: NHRA J&A SERVICE PRO MOD DRAG RACING SERIES, DESIGNATION (Page 1) (1/18/2016)

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) - 2,4725 pounds
- Supercharged entries (526 cid) - 2,600 pounds
- Turbocharged entries (526 cid) - 2,6500 pounds

NHRA reserves the right to amend rules as performance dictates.

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

SECTION 5: NHRA J&A SERVICE PRO MOD DRAG RACING SERIES, ENGINE: 1, FUEL SYSTEM (Page 2) (12/21/2015)

Fuel cell/tank must have pressure cap and be vented to outside of body. Where fuel cells are used they must meet SFI Spec 28.1. Fuel cells/tanks must be mounted between framerails and enclosed in a round tube frame, minimum 1 1/4-inch O.D. x 0.065-inch chromoly tubing. Extra tank(s) prohibited. Artificial cooling or heating systems (i.e., cool cans, ice, Freon, etc.) prohibited. Circulating systems, not part of normal fuel-pump system, prohibited. Minimum temperature of fuel in the staging lanes to the completion of the run and subsequent NHRA fuel check is 50 degrees F. A failure to pass the minimum fuel-temperature check in the staging lanes prior to a run will result in the forfeiture of that run, and the racer must return to the racer’s pit. A failure to pass the minimum fuel-temperature check after a run will cause that run to be disqualified. Water injection permitted on nitrous entries only; only water permitted in water injection system. See General Regulations 1:5.

SECTION 5: NHRA J&A SERVICE PRO MOD DRAG RACING SERIES, ENGINE: 1, SUPERCHARGER (Page 3) (1/18/2016)

Screw-type and centrifugal-type superchargers prohibited. Hi-helix or standard helix Roots-type supercharger only. Supercharger restraint system meeting SFI Spec 14.2, including injector restraint straps mandatory. Cast or billet cases permitted. Maximum supercharger overdrive limit is 14.55 percent on all combinations. Intercoolers, variable multi-speed supercharger devices prohibited. The top opening of the supercharger may not exceed 12 inches in length or 5 inches in width. The entire inlet opening must be on/in the upper surface only. The maximum length from the front of the supercharger drive pulley to the leading edge of the rotor is 15 inches. Offset drive pulleys, spacers, modified cases, or attaching methods may not be used to add to the 15-inch maximum. All
manifold configurations, supercharger modifications and locations must be accepted prior to competition. The rotors must be driven from the front (both the external drive and the internal gearing. Any inlet/outlet cavity in front of the rotors is restricted to a maximum of 3.000 inches measuring from the face of the bearing plate to the front of the cavity. **Supercharger openings must be fixed from the water box until the conclusion of the run.** See General Regulations 1:10, 1:11.

**SECTION 5: NHRA J&A SERVICE PRO MOD DRAG RACING SERIES, ENGINE: 1, TURBOCHARGER (Page 3) (1/18/2016)**

Twin turbochargers limited to 88mm each. Turbocharger size will be verified by measuring the housing bore at the leading edge of the impeller wheel. The maximum diameter of the housing bore at the leading edge of the wheel may not exceed 2mm more than the maximum allowable turbocharger size permitted. All turbochargers must meet SFI Spec 61.1. Air-to-air or water-to-air intercoolers prohibited.

Boost controller manufactured by Hyperaktive Performance Solutions, part No. PMBL mandatory. No other boost controller or form of boost control permitted. Must be installed per manufacturer’s instructions. Any modification to or any attempt to disable or defeat the boost controller is prohibited. Maximum boost may only be set by NHRA officials.

**Boost Pressure Limits:**

- **Hemi bore center equal to 4.800 inches = 41 psi**
- **Hemi bore center greater than 4.800 inches = 38 psi**
- **Wedge bore center equal to 4.840 = 41 psi**
- **Wedge bore center greater than 4.840 = 38 psi**


All entries must be equipped with a properly fitting lower-engine ballistic/restraint device meeting SFI Spec 7.1. **An Engine oil-retention Pan is mandatory.**

Minimum material size is .050-inch aluminum or .040-inch carbon fiber/Kevlar. Engine Oil Retention Pan must run from in front of the front motor plate to in front of rear motor plate and to just inside or outside of the lower frame rails. Engine oil retention walls must be a minimum of 2 inches tall. Front and rear walls must be “coved” toward oil pan a minimum of ½-inch to assist oil in staying within the confines of the oil retention device. A non-flammable, oil-absorbent material is mandatory inside of retention device. If restraint device is not 2 inches minimum above the ground, a shield firmly attached to framerails to support restraint device mandatory. **An Engine oil-retention pan is mandatory.** See General Regulations 1:8.
SECTION 5: NHRA J&A SERVICE PRO MOD DRAG RACING SERIES, DRIVETRAIN: 2, TRANSMISSION (Page 4) (1/18/2016)

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, an SFI Spec 6.1 or 6.3 flywheel shield and an SFI Spec 29.1 or 29.2 flexplate are mandatory. All entries utilizing a converter must be equipped with a neutral safety switch and a reverse lockout. Bolt together torque converters must be through bolt design using a minimum Grade 8 bolt with locking nut. Transmission brake permitted on all converter-equipped entries, electric transbrake release system only. All entries using an automatic transmission torque converter must utilize a belly pan, see BODY: 7, BELLY PAN.

Lockup converters and overdrive units are prohibited. A 1-to-1 relationship is mandatory in high gear for all transmission types. Automated, electric, or pneumatic shifting devices permitted on all transmission types; must be controlled by preset engine rpm and/or time functions only. 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. See General Regulations 2:12, 2:13,2:14.

SECTION 5: NHRA J&A SERVICE PRO MOD DRAG RACING SERIES, BODY:7, BELLY PAN (Page 7) (1/18/2016)

Permitted on all cars; mandatory on all entries using an automatic transmission torque converter. Pan must extend from framerail to framerail and extend from the bellhousing/engine mounting surface to the end of the transmission tail shaft. Nonflammable, oil-absorbent liner is mandatory inside of belly pan.

SECTION 10A: STOCK CARS, DESIGNATIONS (Page 1) (12/21/2015)

DESIGNATIONS

Reserved for 1955 or newer model-year factory-production automobiles and some sports cars. Classified per NHRA performance rating as listed in the Official NHRA Stock Car Classification Guide. Only those cars listed in the guide are eligible for competition. All cars in Stock classes must be factory-production assembled, showroom available, and in the hands of the general public. A minimum 500 units of a particular body style must be produced.

OEM may apply for inclusion of any special production runs into the Official NHRA Stock Car Classification Guide. Special run must include a minimum of 50 units of an already accepted body style, need not be showroom available. Applications evaluated on an individual basis. Acceptance will not imply precedent.

**CLASS WEIGHT BREAKS**

(based on pounds per NHRA-factored horsepower)

<table>
<thead>
<tr>
<th>Class</th>
<th>Weight Breaks</th>
</tr>
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<tbody>
<tr>
<td>FS/AA</td>
<td>5.50 to 5.99</td>
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<tr>
<td>FS/A</td>
<td>6.00 to 6.49</td>
</tr>
<tr>
<td>FS/B</td>
<td>6.50 to 6.99</td>
</tr>
<tr>
<td>FS/C</td>
<td>7.00 to 7.49</td>
</tr>
<tr>
<td>FS/D</td>
<td>7.50 to 7.99</td>
</tr>
<tr>
<td>FS/E</td>
<td>8.00 to 8.49</td>
</tr>
<tr>
<td>FS/F</td>
<td>8.50 to 8.99</td>
</tr>
<tr>
<td>FS/G</td>
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</tr>
<tr>
<td>FS/H</td>
<td>9.50 to 9.99</td>
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<tr>
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<tr>
<td>FS/K</td>
<td>11.00 to 11.49</td>
</tr>
<tr>
<td>FS/L</td>
<td>11.50 or more</td>
</tr>
<tr>
<td>AA</td>
<td>7.50 to 7.99</td>
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Class V restricted to 4- or 6-cylinder cars only. Class W restricted to 4-cylinder cars only. Front-wheel-drive vehicles restricted to 4-, 6-, or 8-cylinder; 1978 or newer cars only. Front-wheel-drive standard-Transmission vehicles must add 100 pounds to class minimum. The power-to-weight factor (as found in the Official NHRA Stock Car Classification Guide) determines the natural class for all cars. The power-to-weight factor is the shipping weight of the vehicle divided by the advertised, or when applicable, the factored horsepower for the OEM-assembly-line cylinder heads (not aftermarket cylinder heads). NHRA-accepted aftermarket cylinder-heads carry a horsepower penalty that is calculated to the weight of the vehicle and does not change the class of the vehicle.

2008 and newer Chevrolet COPO, Dodge Drag Pak, and Ford Cobra Jet (automatic and manual) restricted to FS/AA through FS/L.
Any competitor who causes an oildown while participating at an NHRA Mello Yello event will be subject to fines and penalties as outlined in Section 2 - Oildown Penalties.

SECTION 10A: STOCK CARS, ENGINE:1, ENGINE (Page 3) (1/28/2016)
Must be same year and make as car used, aftermarket NHRA-accepted cylinder blocks permitted. Equipment other than original factory-installed prohibited. Any special equipment export kit (superchargers, dealer-installed options, etc.) automatically disqualifies car. Engine must remain in stock location — height, setback, etc. Cylinder bores must not exceed .080-inch over stock. Bores are measured at top of cylinder where ring wear is not evident. Crossbreeding parts prohibited. Normal balance job (i.e., one piston/rod assembly untouched) permitted. Otherwise lightening of component parts prohibited. All carburetors, manifolds, heads, etc. must be tightened to prevent any air or fuel leaks. Vacuum lines must be securely connected or blocked off. Stroke tolerance is +/- .015-inch. Stock OEM or NHRA-accepted aftermarket crankshaft mandatory. Aftermarket crank must retain OEM configuration (i.e., billets, knife edging, etc. prohibited). Billet crankshafts prohibited, unless OEM equipped. Lightening of crankshaft other than normal balance job prohibited. Cylinder blocks may be sleeved. Aftermarket SFI Spec 18.1 harmonic balancer mandatory in AAA/S through G/S and AAA/SA through G/SA. See General Regulations 1:2.

SECTION 10A: STOCK CARS, ENGINE:1, INTERCOOLER (Page 5) (12/21/2015)
Intercooler tanks must [be located in the engine compartment] remain in stock location.

SECTION 10A: STOCK CARS, FRAME:4, ROLL BARS (Page 8) (12/21/2015)

SECTION 10A: STOCK CARS, DRIVER:10, DRIVER RESTRAINT SYSTEM (Page 11) (12/21/2015)
Three-inch driver restraint system meeting SFI Spec 16.1, including crotch strap, mandatory in classes AA/S through M/S, AA/SA through M/SA, FS/AA through FS/L, all convertibles, and in any car running 11.49 or quicker. Restraint system must be updated at two-year intervals from date of manufacture. See General Regulations 10:5.

SECTION 10A: STOCK CARS, DRIVER:10, PROTECTIVE CLOTHING (Page 11) (12/21/2015)
Full-length pants; short- or long-sleeved shirt; closed shoes; and socks. No shorts. No tank tops. No open-toe or open-heel shoes or sandals. Synthetic
clothing not recommended. Jacket and pants meeting SFI Spec 3.2A/1 mandatory in AA/S through M/S, AA/SA through M/SA, FS/AA through FS/L, and in any vehicle running 11.49 or quicker. Jacket and pants meeting SFI Spec 3.2A/5 and SFI Spec 3.3/1 gloves mandatory in any vehicle running 9.99 or quicker. See General Regulations 10:10.

SECTION 11A: SUPER STOCK, DESIGNATIONS (Page 11) (1/28/2016)

DESIGNATIONS (For 2016 season)

DESIGNATIONS (For 2017 season)

Reserved for foreign and domestic factory-production two-door coupes, two-door sedans, sports cars, convertibles, or station wagons with any production V-8 engine of the same make. Year of engine optional. Only those engines and/or bodies listed in the Official NHRA Stock Car Classification Guide are eligible for competition. Also see WEIGHT. Cars will be classified using the shipping weight of the body divided by the horsepower or performance rating of the engine used. Minimum weight with driver: 2,670 pounds. Front-wheel-drive conversions permitted. Minimum weight with driver: 2,670 pounds. Only engines and/or bodies listed in the Official NHRA Stock Car Classification Guide are eligible for competition.

CLASS WEIGHT BREAKS (For 2016 season)
(based on pounds per NHRA-factored horsepower)
FGT/A: 8.00 to 8.49     FGT/I: 12.00 to 12.49     G: 11.00 to 11.49
FGT/B: 8.50 to 8.99     FGT/J: 12.50 or more     H: 11.50 to 11.99
FGT/C: 9.00 to 9.49     A: 8.00 to 8.49         I: 12.00 to 12.49
FGT/E: 10.00 to 10.49   C: 9.00 to 9.49         K: 13.00 to 13.49
FGT/G: 11.00 to 11.49   E: 10.00 to 10.49       M: 14.00 or more
FGT/H: 11.50 to 11.99   F: 10.50 to 10.99

CLASS WEIGHT BREAKS (For 2017 season)
(based on pounds per NHRA-factored horsepower)
FGT/A: 6.00 to 6.49  FGT/M: 12.00 to 12.49  K: 11.00 to 11.49
FGT/B: 6.50 to 6.99  FGT/N: 12.50 or more  L: 11.50 to 11.99
FGT/C: 7.00 to 7.49  A: 6.00 to 6.49  M: 12.00 to 12.49
FGT/E: 8.00 to 8.49  C: 7.00 to 7.49  O: 13.00 to 13.49
FGT/F: 8.50 to 8.99  D: 7.50 to 7.99  P: 13.50 to 13.99
FGT/G: 9.00 to 9.49  E: 8.00 to 8.49  Q: 14.00 or more
FGT/H: 9.50 to 9.99  F: 8.50 to 8.99  
FGT/I: 10.00 to 10.49  G: 9:00 to 9:49
FGT/K: 11.00 to 11.49  I: 10:00 to 10:49
FGT/L: 1.50 to 11.99  J: 10:50 to 10.99

2008 and newer Chevrolet COPO, Dodge Drag Pak, and Ford Cobra Jet or their engine combinations (automatic and manual) restricted to FGT/A through FGT/JN.

SECTION 11A: SUPER STOCK, ENGINE:1, ENGINE (Page 3) (1/28/2016)
Must be same year and make for car used, aftermarket NHRA-accepted cylinder blocks permitted. Equipment other than original factory-installed prohibited. Any special-equipment export kit (superchargers, dealer-installed options, etc.) automatically disqualifies car. Engine must remain in stock location — height, setback, etc. Cylinder bores must not exceed .080-inch over stock. Bores are measured at top of cylinder where ring wear is not evident. Crossbreeding parts prohibited. Normal balance job permitted. Otherwise lightening of component parts prohibited. All carburetors, manifolds, heads, etc. must be tightened to prevent any air or fuel leaks. Vacuum lines must be securely connected or blocked off. Stroke tolerance is +/- .015-inch. Stock OEM or NHRA-accepted aftermarket crankshaft mandatory. Aftermarket crank must retain OEM configuration (i.e., billets, knife edging, narrowed/pendulum cut counterweights, etc. prohibited). Billet crankshafts prohibited, unless OEM equipped. Lightening of crankshaft other than normal balance job prohibited. The following are permitted: gun drilled rod and main journals, bull-nosed counterweights, any size rod and main journal, additional oil passage holes for rod and main journals. Cylinder blocks may be sleeved. Aftermarket SFI Spec 18.1 harmonic balancer mandatory. Timing-belt covers optional. See General Regulations 1:2.

Cars in GT/AA through GT/LPA, FGT/A through FGT/JN, and any car running quicker than 10.99 must be equipped with a transmission shield meeting SFI Spec 4.1. Cars in GT/AA through GT/GKA and FGT/A through FGT/JN, SFI 29.1 automatic transmission flexplate and SFI 30.1 flexplate shield mandatory.
Mandatory in GT/A through GT/GK, GT/AA through GT/GKA, FGT/A through FGT/JN, and in any vehicle running 9.99 or quicker. Roll cage meeting SFI 25.4 or 25.5 is mandatory for all Super Stock cars running 8.49 or quicker. See General Regulations 4:4, 4:11, 10:6.

Jacket and pants meeting SFI Spec 3.2A/5 mandatory in GT/A through GT/GK, GT/AA through GT/GKA, and FGT/A through FGT/JN or any vehicle running 9.99 or quicker. Jacket and pants meeting SFI Spec 3.2A/1 mandatory in GT/HL through GT/MA and GT/HLA through GT/MQA or any vehicle running 10.00 to 11.49. SFI Spec 3.3/1 gloves mandatory in any vehicle running 9.99 or quicker. See General Regulations 10:10.

SECTION 13: TOP ALCOHOL DRAGSTER, ENGINE: 1, FUEL SYSTEM (Page 2) (1/18/2016)
Fuel lines must be isolated from driver compartment by a subfloor or housing where engine is located in rear and fuel tank is in front of driver. Pressurized fuel tanks prohibited. Fuel tanks must be mounted above bottom frameral. Fuel cells permitted. Maximum two fuel pumps. EFI prohibited. The use of propylene oxide and/or nitrous oxide is prohibited. Minimum temperature of fuel in the staging lanes to the completion of the run and subsequent NHRA fuel check is 50 degrees F. A failure to pass the minimum fuel-temperature check in the staging lanes prior to a run will result in the forfeiture of that run, and the racer must return to the racer’s pit. A failure to pass the minimum fuel-temperature check after a run will cause that run to be disqualified. Insulated fuel tanks permitted. Insulation is permitted on the main fuel line only from the fuel tank to the fuel pump. Temporary one-piece flexible blanket-type material, maximum 1 inch thick, that wraps one time around the outside of the body panels in the vicinity of the fuel tank permitted. The wrap must be quick release and require no additional work on the body or any tools to remove and be no more than 12 inches longer than the fuel tank. Any temporary insulation must be removed prior to and without delaying the starting of the engine. Fuel gauge lines in the driver’s compartment must be steel or steel braided with steel fittings. Flexible gauge lines in the driver’s compartment must be hydrostatically pressure tested at 750 psi for 30 seconds and labeled. Label must be impervious to fuel and brake cleaner. See General Regulations 1:5 and 1:6. Note: Non-supercharged single engine, nitromethane dragsters must follow all of the rules in the Fuel System section with the following exceptions: 1. Minimum temperature of fuel in the staging lanes to the completion of the run and subsequent NHRA fuel check is 40 degrees F. A failure to pass the minimum fuel-temperature check in the staging lanes prior to a run will result in the forfeiture of that run, and the racer must return to the racer’s pit. A failure to pass the minimum fuel-temperature check after a run will cause that run to be disqualified.
SECTION 13: TOP ALCOHOL DRAGSTER, ENGINE: 1, FUEL SYSTEM (Page 2) (1/18/2016)

Fuel cells recommended. EFI prohibited. Pressurized fuel tanks prohibited. Tanks must be vented outside of body lines to prevent fire from being drawn into tank through vent. Fuel tank vent, maximum 1-inch diameter hole in front of body to vent fuel tank outside of body only. A failure to pass the minimum fuel-temperature check in the staging lanes prior to a run will result in the forfeiture of that run, and the racer must return to the racer's pit. A failure to pass the minimum fuel-temperature check after a run will cause that run to be disqualified. Outside of the pit area, insulated fuel lines and tanks prohibited with the exception of a temporary one-piece flexible blanket-type material, maximum 1 inch thick, that wraps one time around the outside of the body panels in the vicinity of the fuel tank. The wrap must be quick release and require no additional work on the body or any tools to remove and be no more than 12 inches longer than the fuel tank. Any temporary insulation must be removed prior to and without delaying the starting of the engine. Maximum two fuel pumps. The use of propylene oxide and/or nitrous oxide is prohibited. Insulated fuel lines and fuel tanks prohibited. Minimum temperature of fuel in the staging lanes to the completion of the run and subsequent NHRA fuel check is 50°F. See General Regulations 1:5.

SECTION 14: TOP ALCOHOL FUNNY CAR, BODY: 7, BODY (Page 4) (3/9/2016)

Any modification to body not expressly permitted in this Rulebook is prohibited. Any body that meets the Funny Car (Section 17) body requirements in their entirety is acceptable for Top Alcohol Funny Car competition. These bodies must be run as they come from the NHRA-accepted molds. Any modification not expressly permitted in the Funny Car (Section 17) body requirements is prohibited. Otherwise, for cars running at NHRA national events, body must be 1992 or later model year. On cars not running NHRA national events, body must be 1972 or later model year. All bodies must be an NHRA-accepted sports car, coupe, or sedan body of a type originally mass-produced by automobile manufacturer (domestic or foreign). Must have originally measured 63 inches wide or more at centerline of front and rear axle. Maximum body and/or roof width cannot exceed stock dimensions. Duplications of production bodies of fiberglass or carbon fiber permitted. Body may be lengthened or shortened. Front and rear contour of body must resemble same configuration and design for specific body used; holes for air passage prohibited.

Maximum body width variation from front to rear is 6 inches. Minimum body width is 60 inches when mounted. Bodies are measured at centerline of front and rear axles. Enclosing the wheelwells or the use of wheel fairings is prohibited. Fender flares or lips (maximum 1 inch) not on original factory-produced bodies will not be considered in any width measurement. Wheelwell openings: front, minimum 5 inches measured vertically from centerline of the front axle to wheelwell opening; rear, minimum 8 inches measured vertically from centerline of rear axle to
wheelwell opening. Trailing edge of rocker minimum of 18 inches measured directly from centerline of rear axle. Front overhang not to exceed 40 inches from centerline of front axle. Beltline moldings (if on stock vehicle), headlight and taillight housings or indentations must be incorporated into body. Headlights and taillights must be painted or decaled to simulate OEM appearance and configuration. Taillight area may be hinged (top only) for air venting, maximum 100 square inches per side; any other holes in rear of body prohibited. Hood scoops prohibited; injector must protrude through hood. Maximum dimensions of hood cowling, 26 inches wide by 5 inches high. Opening for blower hat must have a minimum 2.500-inch clearance between body and throttle linkage.

Rocker panel extensions may not be more than 1 inch wide. Ground effects of any description prohibited. Ground effects include, but are not limited to, rocker skirts, belly pans, sheet-metal work under the body that produces a “tunnel” for the passage of air, etc. All bodies run in competition must be run as they come from the respective molds. Final determination on all body modifications rests with NHRA Technical Services Department.

Bodies must be removable from a rear-release mechanism that must be accessible in the taillight panel area. The rear-release mechanism may be of any mechanical design. The mechanism must be unobstructed and easily visible and not located within 3 inches of any other opening. Release handle must be of a T-handle design with a minimum measurement of 3 inches in length. Contact NHRA Technical Services Department for acceptable design, operation, and installation Body (hood) burst panel, minimum 288 square inches, mandatory on all screw-supercharger-equipped cars. Body burst panel must be secured with plastic screws and two NHRA-accepted body burst panel tethers, with separate body pads for each of the two tethers bolted with a plate on both sides of panel. NHRA-accepted body burst panel tethers: Amick Race Car Restraints part number JF-101. Any new body designs or concepts must receive approval from NHRA prior to competition. Plans, drawings, pictures, etc. must be submitted to the NHRA Technical Department for approval. Body specifications may vary for certain exhibition vehicles; prior NHRA approval necessary. Underside of body, including any roof area and all the composite components such as timer boxes, etc., must be covered with SFI Spec 54.1 flame-retardant covering or coating. Must be applied according to the manufacturer’s specifications and recommendations, and must be applied externally. All bolts and fasteners on body, windows, etc. must have button heads toward outside of body. All stiffeners must be placed on the inside of the body, whether on windows, spoiler, etc. Mounting trees for body may not be adjustable. The framing must be a permanent fixture, with no adjustments. Any method used to allow the body to move (e.g. springs, dampers etc.) during the run is prohibited.

SECTION 16: PRO STOCK, ENGINE: 1, FUEL SYSTEM (Page 3) (12/21/2015)
All fuel cells must be NHRA-accepted (Jaz #220-015-0, 220-115-01 and 220-315-01); maximum 1 1/2-gallon fuel cell meeting SFI Spec 28.1 mounted in front
of radiator mandatory; must be mounted between framerails and enclosed in a round tube frame, minimum 1 1/4-inch O.D. x .065-inch chromoly tubing. The round tube frame must be attached to a cross member constructed of minimum 1 1/4-inch O.D. x .065-inch chromoly tubing. All other designs must be NHRA-accepted. Maximum distance from front motor plate to front of 1 1/4-inch tube is 38.5 inches. Must have pressure cap and be vented. Extra tank(s) prohibited. Artificial cooling or heating systems (i.e., cool cans, ice, Freon, etc.) prohibited. Circulating systems not part of normal fuel-pump system prohibited. See NHRARacer.com: NHRA Accepted Products, NHRA Accepted Product Specifications, Pro Stock, Pro Stock Electronic Fuel Injection Requirements for additional requirements. See General Regulations 1:5.

SECTION 17: FUNNY CAR, DESIGNATION (Page 1) (12/21/2015)
FC, preceded by car number.

Reserved for supercharged, fuel-burning Funny Cars built specifically for drag racing competition. Minimum weight at conclusion of run: 2,5785 pounds, including driver.

Any competitor who causes an oildown while participating at an NHRA Mello Yello 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 during 2016. 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 during 2016.

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 the Vice President, Technical Operations. 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, fuel pumps, superchargers, body components, wing components and electronics, and includes any redesign, reconfiguration, and/or modifications to existing components. It is the participant’s responsibility to refer any development,
redesign, reconfiguration, and/or modification questions with respect to Funny Car components to the NHRA Technical Department to determine whether permitted or prohibited before using in competition, and disqualification or other penalties determined in NHRA’s discretion may result if this procedure is not followed.

Only items or components currently approved by NHRA may be used in competition. If a vehicle is found to be using any item or component that is different from that which is approved, including an item or component that has been modified or altered from the approved configuration, then the driver will be penalized with a deduction of 75 points and the team and/or driver (in NHRA’s discretion) will be penalized with a minimum $25,000 fine. If not paid, the fine 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. Such additional penalties may include disqualification, suspension or loss of season points. 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; magnetos; ignition systems; data acquisition systems; safety shutoff system; pan pressure shutoff system; event data recorder; front wings; rear wings; tires; and nitromethane.


Any internal-combustion, NHRA-accepted, reciprocating, 90-degree V-8, single-camshaft, automotive-type engine permitted. Multi and/or overhead cam configuration prohibited. Maximum 500 cid, minimum 490 cid; maximum bore center spacing 4.800 inches; maximum cam centerline 5.400 inches, maximum two valves per cylinder. Only one cylinder-head design is acceptable:
Intake valve angle of 35 degrees, + or - 1 degree
Intake valve size maximum: 2.470 inches
Exhaust valve angle of 21 degrees, + or - 1 degree
Combined intake and exhaust valve size maximum: 4.395 inches

Bore Size: 4.1875 inches, +.004 Inch

Engine block must be forged aluminum and NHRA-accepted.

Dry-sump oil system mandatory. Dry-sump system tank must be mounted inside framerails. Engine must be equipped with an NHRA-accepted SFI Spec 7.1 lower engine ballistic/restraint flexible type device. A positive method (flange, lip, etc.) must be attached to the intake manifold or engine block to retain both the front and rear manifold to block gasket(s). The flange/lip must extend past the surface
of the gasket and be contoured to closely fit the block and manifold surfaces to prevent the gasket from extruding. **An inner diaper, Taylor part number: 001-ID-FC, NitroSew part number: 4028 or DJ Safety part number: 750500.dry mandatory.** Carbon fiber/composite oil pan prohibited.

**SECTION 17: FUNNY CAR, ENGINE:1 , FUEL SYSTEM (Page 3) (12/21/2015) (1/18/2016)**

Fuel gauge lines in the driver compartment must be steel-braided with steel fittings. Fuel cells permitted. Pressurized fuel tanks prohibited. Mandatory fuel tank vent, **maximum minimum 1-inch-diameter, (+ 0.25 inch) hole in front of body to vent fuel tank outside of body.** All flexible fuel-pressure lines, with the exception of the hat nozzle lines, must be pressure tested and labeled. All testing must be hydrostatic for minimum 30 seconds at 750psi. Label must indicate date, PSI, and tester I.D. Labeling must be impervious to nitromethane and brake clean. All fuels other than nitromethane and methanol prohibited. Artificial cooling and/or heating of fuel prohibited. Nitromethane content restricted to 90 percent maximum. See General Regulations 1:6.

**SECTION 17: FUNNY CAR, ENGINE:1 , OIL-RETENTION DEVICE (Page 3) (12/21/2015)**

Engine oil-retention pan mandatory. Minimum material, .050-inch aluminum or .040-inch carbon fiber/Kevlar. Pan **may must** extend rearward of the motor plate **a minimum of 3 inches** to capture oil from rear main seal, **but no more than 3 inches rearward of the motor plate.** Pan length from motor plate forward must extend a minimum 13 inches forward of the front face of the lower pulley. **A longer pan to provide improved oil retention is acceptable, however pan must not extend under drivers seat or provide air passages that would be considered enhanced ground effects.** Pan may be no wider than outside edge of the bottom framerails and must extend to the top of the upper framerails. Pan must be either a one-piece design or constructed as to be sealed as a retention device to retain oil. Must have minimum 4-inch-high bulkhead on front and minimum 2-inch-high bulkhead on rear for oil retention during acceleration and deceleration. Bulkheads must be "coved" toward oil pan to assist oil in staying within the confines of the bulkheads. A nonflammable, oil-absorbent liner mandatory inside of retention device. All holes, cracks or other openings must be plugged to prevent oil from leaking out of oil-retention pan.

**SECTION 17: FUNNY CAR ENGINE:1, PAN PRESSURE SHUT-OFF SYSTEM (new section after OIL RETENTION DEVICE) (Page 4) (12/21/2015) (1/18/2016)**

An Electrimotion Pan Pressure Shutoff System Kit (part number PK 01) or an Electrimotion Pan PSI Kit (part number PS 15) connected directly to the mandatory Electrimotion Funny Car Safety Shutoff Controller Kit (part number SB001FC, or SB002FC or CM3.0) is mandatory on all cars. All of these components must be properly installed per the manufacturer’s instructions and
fully operational. Any attempt to circumvent the function of any of these devices is strictly prohibited.

SECTION 17: FUNNY CAR, ENGINE:1, INTAKE MANIFOLD (Page 12/21/2015)
Beginning Jan. 1, 2016, accepted setback manifolds: AJPE Stage III 25A-110, JFR FAM1174 and TBS-500. All other setback manifolds prohibited. Manifold studs must be manufactured per NHRA specifications. Refer to NHRARacer.com for minimum requirements. Manifold restraints mandatory on all set-back superchargers. Front manifold restraint meeting SFI 14.5 mandatory. A current list of NHRA-accepted manifold restraints is available on NHRARacer.com. Manifold burst panel(s) meeting SFI Spec 23.1 mandatory. If single panel is used, total area of rupture disk must equal or exceed 10 square inches. If multiple panels are used, total area of rupture disks must equal or exceed 12 square inches. Panels may be installed in the front and back, or on each side, of manifold. Only one panel per opening permitted unless running the AJPE Stage III 25A-110 a maximum of one of the 10.75" openings may utilize double panels or be blocked off. "Doubling" or "tandem" panel installations prohibited. See General Regulations 1:10.

SECTION 17: FUNNY CAR, BODY:7, BODY, Burst Panel (Page 9) (12/21/2015)
Body (hood) burst panel(s), minimum 288 square inches, mandatory. Body burst panel(s) must be secured with plastic screws or tie wraps 1/8-inch maximum width. Only one tie wrap per connection point permitted. Six connection points maximum. Two NHRA-accepted body burst panel tethers, with separate body pads for each of the two tethers bolted with a plate on both sides of panel(s). NHRA-accepted body burst panel tethers: Amick Race Car Restraints part number JF-101. Taping of body burst panel(s) permitted along front leading edge only, all other sides prohibited. Maximum 1-inch-wide strip of tape allowed on burst panel.

SECTION 17: FUNNY CAR SUPPORT GROUP: 9, SHUTOFF DEVICE (Page 13) (1/18/2016)
Properly installed and operational Electrimotion Funny Car Safety Shutoff Controller Kit (part number SB001FC, or SB002FC or CM3.0) and Electrimotion Shutoff Receiver (part number RF001) mandatory. The Electrimotion Funny Car Safety Shutoff Controller Kit must be installed per the manufacturer’s instructions. Modification of or tampering with the Electrimotion Funny Car Safety Shutoff Controller Kit prohibited. The activation of the system override switch by any means other than parachute deployment is prohibited.

SECTION 18: TOP FUEL, DESIGNATION (Page 1) (12/21/2015)
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: 2,323.0 pounds, including driver.

Any competitor who causes an oiledown while participating at an NHRA Mello Yello event will be subject to fines and penalties as outlined in Section 2 - Oiledown 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 during 2016. 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 during 2016.

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 the Vice President, Technical Operations. 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, fuel pumps, superchargers, body components, wing components and electronics, and includes any redesign, reconfiguration, and/or modifications to existing components. It is the participant’s responsibility to refer any development, redesign, reconfiguration, and/or modification questions with respect to Top Fuel components to the NHRA Technical Department to determine whether permitted or prohibited before using in competition, and disqualification or other penalties determined in NHRA’s discretion may result if this procedure is not followed.

Only items or components currently approved by NHRA may be used in competition. If a vehicle is found to be using any item or component that is different from that which is approved, including an item or component that has been modified or altered from the approved configuration, then the driver will be penalized with a deduction of 75 points and the team and/or driver (in NHRA’s discretion) will be penalized with a minimum $25,000 fine. If not paid, the fine 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. Such additional penalties may include disqualification, suspension or loss of season points. 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" max.); engine blocks; magnetos; ignition systems; data acquisition systems; safety shutoff system; pan pressure shutoff system; event data recorder; front wings; rear wings; tires; and nitromethane.


Any NHRA-accepted, reciprocating, 90-degree V-8, single-camshaft, automotive-type engine permitted. Multi-valve and/or overhead-cam engines prohibited. Maximum 500 cid, minimum 490 cid; maximum bore center spacing 4.800 inches; maximum cam centerline 5.400 inches, maximum two valves per cylinder. Only one cylinder-head design is acceptable:

- Intake valve angle of 35 degrees, + or - 1 degree
- Intake valve size maximum: 2.470 inches
- Exhaust valve angle of 21 degrees, + or - 1 degree
- Combined intake and exhaust valve size maximum: 4.395 inches

**Bore Size: 4.1875 inches, +.004 inch**

Engine block must be forged aluminum and NHRA-accepted.

Dry-sump oil system permitted. Dry-sump tank must be mounted inside framerails. Engine must be equipped with an NHRA-accepted SFI Spec 7.1 lower engine ballistic/restraint flexible type device and SFI Spec 14.4 valve cover blanket. End rail at rear of motor must be covered with ballistic material. A positive method (flange, lip, etc.) must be attached to the intake manifold or engine block to retain both the front and rear manifold to block gasket(s). The flange/lip must extend past the surface of the gasket and be contoured to closely fit the block and manifold surfaces to prevent the gasket from extruding. **An inner diaper, Taylor part number: 002-ID-TF, NitroSew part number: 4028 or DJ Safety part number: 750500.wet mandatory.** Carbon fiber/composite oil pan prohibited.

SECTION 18: TOP FUEL DRAGSTER, ENGINE:1, INTAKE MANIFOLD (Page 3) (12/21/2015)

Beginning Jan. 1, 2016, accepted setback manifolds: AJPE Stage III 25A-110, JFR FAM1174 and TBS-500. All other setback manifolds prohibited. Manifold studs must be manufactured per NHRA specifications. Refer to NHRARacer.com for minimum requirements. Manifold restraints mandatory on all set-back superchargers. Front manifold restraint meeting SFI 14.5 mandatory. A current list of NHRA-accepted manifold restraints is available on NHRARacer.com. Manifold burst panel(s) meeting SFI Spec 23.1 mandatory. If single panel is used, total area of rupture disk must equal or exceed 10 square inches. If
multiple panels are used, total area of rupture disks must equal or exceed 12 square inches. Panels may be installed in the front and back, or on each side, of manifold. Only one panel per opening permitted unless running the AJPE Stage III 25A-110 a maximum of one of the 10.75” openings may utilize double panels or be blocked off. “Doubling” or “tandem” panel installations prohibited. See General Regulations 1:10

SECTION 18: TOP FUEL DRAGSTER, ENGINE:1, OIL-RETENTION DEVICE (Page 4) (12/21/2015)

Engine oil-retention pan mandatory. Minimum material, .050-inch aluminum or .040-inch carbon fiber/Kevlar. Pan must extend forward a minimum of 4.3 inch from the front face of the lower pulley and may not extend rearward a minimum of 1 inch past the crossmember under the pinion flange. A longer pan to provide improved oil retention is acceptable, however pan must not extend forward under driver’s seat or provide air passages that would be considered enhanced ground effects. Pan may be no wider than outside edge of the bottom framerails and must extend to the top of the upper framerails. Pan must be either a one-piece design or constructed as to be sealed as a retention device to retain oil. Must have minimum 4-inch-high bulkheads for oil retention during acceleration and deceleration. Front bulkhead must be forward a minimum 1 inch of the lower blower pulley and be reinforced to prevent breakage due to broken blower belt. Rear bulkhead must be behind the rear of the bellhousing. Bulkheads must be “coved” toward oil pan to assist oil in staying within the confines of the bulkheads. A nonflammable, oil-absorbent liner mandatory inside of retention device. All holes, cracks or other openings must be plugged to prevent oil from leaking out of oil-retention pan.

SECTION 18: TOP FUEL DRAGSTER, ENGINE:1, PAN PRESSURE SHUT-OFF SYSTEM (new section after OIL RETENTION DEVICE) (Page 4) (12/21/2015) (1/18/2016)

An Electrimotion Pan Pressure Shutoff System Kit (part number PK 01) or an Electrimotion Pan PSI Kit (part number PS 15) connected directly to the mandatory Electrimotion Top Fuel Safety Shutoff Controller Kit (part number SB001TF or SB002FC or CM3.0) is mandatory on all cars. All of these components must be properly installed per the manufacturer’s instructions and fully operational. Any attempt to circumvent the function of any of these devices is strictly prohibited.

SECTION 18; TOP FUEL DRAGSTER, BODY:7, BODY (Page 8) (12/21/2015)

Body and cowl must be metal, fiberglass, or carbon fiber/Kevlar. Driver compartment, frame structure, roll bars, and body must be designed to prevent driver’s body or limbs from contacting track surface. Subflooring, inside but independent of body, mandatory. Subflooring must not contain openings or gaps. Front overhang not to exceed 30 inches, measured from centerline of front spindle to forward most point of car. Rear body panels must cover top and
bottom framerail and extend at a minimum 19 inches from the centerline of the rear axle forward.

Ground effects of any description prohibited. Ground effects include, but are not limited to, rocker skirts, belly pans, sheet-metal work under the body that produces a “tunnel” for the passage of air, etc. Air deflector plates located behind cockpit restricted to maximum 17 inches by 17 inches. Leading edges, fairing in, or rounding off corners, etc. prohibited. Maximum 1.25-inch lip for stiffening permitted. Mud flap may be located in front of or behind exhaust headers.

SECTION 18: TOP FUEL SUPPORT GROUP: 9, SHUTOFF DEVICE (Page 11) (1/18/2016)
Properly installed and operational Electrimotion Funny Car Safety Shutoff Controller Kit (part number SB001TF, or SB002TF or CM3.0) and Electrimotion Shutoff Receiver (part number RF001) mandatory. The Electrimotion Funny Car Safety Shutoff Controller Kit must be installed per the manufacturer’s instructions. Modification of or tampering with the Electrimotion Funny Car Safety Shutoff Controller Kit prohibited. The activation of the system override switch by any means other than parachute deployment is prohibited.

SECTION 20: GENERAL REGULATIONS, BODY:7, 7:1 AIR FOILS, WINGS (Page 32) (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 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. For all vehicles with cage-mounted wings, vehicle must have a rear 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 or be of NHRA-accepted composite construction 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 framerail/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 3/4 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.