2018 TO 2019 NHRA RULE AMENDMENTS
(THese Rule Amendments Cover Rule Changes Made From The End Of The 2018 Season Until The Beginning Of The 2019 Season)

2019 Rule Changes Become Effective
January 1, 2019

Initial Release: 10/23/2018
# TABLE OF CONTENTS

**NHRA RULE AMMENDMENTS MADE FROM THE END OF THE 2018 SEASON TO THE BEGINNING OF THE 2019 SEASON**

**Note:**
All section and page numbers refer to those found in the latest version of the 2018 NHRA Rulebook Amendments.

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.

<table>
<thead>
<tr>
<th>Section</th>
<th>Page</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>INTRODUCTION, NHRA JR. STREET (3(^{\text{RD}}) PARAGRAPH) (PAGE XV)</td>
<td>5</td>
<td>(10/23/2018)</td>
</tr>
<tr>
<td>SECTION 2: RACE PROCEDURES, BURNOUTS (PAGE 2)</td>
<td>5</td>
<td>(10/23/2018)</td>
</tr>
<tr>
<td>SECTION 2: RACE PROCEDURES, STAGING (PAGE 2)</td>
<td>5</td>
<td>(10/23/2018)</td>
</tr>
<tr>
<td>SECTION 3: POINTS AND RELATED PROGRAMS, TOP DRAGSTER AND TOP SPORTSMAN NATIONAL CHAMPIONSHIP (PAGE 3)</td>
<td>6</td>
<td>(10/23/2018)</td>
</tr>
<tr>
<td>SECTION 3: POINTS AND RELATED PROGRAMS, E3 SPARK PLUGS NHRA PRO MOD DRAG RACING SERIES PRESENTED BY J&amp;A SERVICE (PAGE 4)</td>
<td>7</td>
<td>(10/23/2018)</td>
</tr>
<tr>
<td>SECTION 3: POINTS AND RELATED PROGRAMS, NHRA MICKEY THOMPSON TOP FUEL HARLEY SERIES (ADD AFTER E3 SPARK PLUGS NHRA PRO MOD DRAG RACING SERIES PRESENTED BY J&amp;A SERVICE) (PAGE 4)</td>
<td>7</td>
<td>(10/23/2018)</td>
</tr>
<tr>
<td>SECTION 5: MICKEY THOMPSON TIRE NHRA TOP FUEL HARLEY DRAG RACING SERIES, SUPPORT GROUP:9 SHUTOFF DEVICE (PAGE 3)</td>
<td>8</td>
<td>(10/23/2018)</td>
</tr>
<tr>
<td>SECTION 5: MICKEY THOMPSON TIRE NHRA TOP FUEL HARLEY DRAG RACING SERIES, RIDER:10 HELMET (PAGE 3)</td>
<td>8</td>
<td>(10/23/2018)</td>
</tr>
</tbody>
</table>
SECTION 18: FUNNY CAR, DRIVER:10, HELMET (PAGE 15) (10/23/2018)...

SECTION 18: FUNNY CAR, DRIVER:10, PROTECTIVE CLOTHING (PAGE 15) (10/23/2018)...

SECTION 19: TOP FUEL DRAGSTER, DESIGNATION (5TH PARAGRAPH) (PAGE 1) (10/23/2018)...

SECTION 19: TOP FUEL DRAGSTER, BRAKES & SUSPENSION:3, WHEELIE BARS (PAGE 7) (10/23/2018)...

SECTION 19: TOP FUEL DRAGSTER, FRAME:4, ROLL CAGE PADDING (PAGE 9) (10/23/2018)...

SECTION 19: TOP FUEL DRAGSTER, INTERIOR:6, SEAT (PAGE 10) (10/23/2018)...

SECTION 19: TOP FUEL DRAGSTER, DRIVER:10, HELMET (PAGE 14) (10/23/2018)...

SECTION 19: TOP FUEL DRAGSTER, DRIVER:10, PROTECTIVE CLOTHING (PAGE 14) (10/23/2018)...

SECTION 22: SFI SPECIFICATIONS (PAGE 2) (10/23/2018)...

4
INTRODUCTION, NHRA JR. STREET (3rd Paragraph) (Page xv) (10/23/2018)

NHRA Jr. Street is for drivers of full-bodied cars, trucks, vans, or SUVs. Prohibited vehicles include open-top SUVs or open-top SUV-type vehicles. Convertible tops are allowed but must be closed at all times. Motorcycles and race cars are prohibited. All vehicles must be street-legal and driven in the gate. Vehicles must also have the correct state issued license plate (dealer tags, paper tags, temporary tags, etc. prohibited), a valid state vehicle registration, a valid state inspection (if required), and proof of current insurance. Vehicles must be able to pass all state highway safety requirements for the state in which the vehicle is registered, and carry proof of vehicle registration and valid insurance. Vehicles also must display valid license plates and be able to pass all state highway safety requirements for the state in which the vehicle is registered.

SECTION 2: RACE PROCEDURES, BURNOUTS (Page 2) (10/23/2018)

All pre-race burnouts are restricted to designated areas, using water only. If a contestant’s vehicle should break on a burnout and cannot back up or be pushed back, it is not permitted to turn on the track and drive back to the starting line. Crossing the centerline during a burnout is not a disqualification. Fire burnouts are strictly prohibited. No person is permitted to hold or touch cars during burnouts.

At national events, Top Fuel, Funny Car, Pro Stock, Pro Stock Motorcycle, Pro Mod, Top Fuel Harley, Top Alcohol Dragster, Top Alcohol Funny Car, Comp, Super Comp, Top Dragster, and Top Sportsman drivers are allowed one burnout across the starting line under power. Length and time duration must be reasonable and in concert with the opponent’s procedures. Super Stock, Stock, Super Gas, and Super Street drivers may not cross the starting line on any burnout; stationary burnout limit is five seconds. Divisional event burnout limitations are at the discretion of the event director.

SECTION 2: RACE PROCEDURES, STAGING (Page 2) (10/23/2018)

Once a vehicle reaches the front of the staging lanes for a run, it must be prepared to fire and race. Vehicles in Top Fuel, Funny Car, Top Alcohol Dragster, and Top Alcohol Funny Car classes, once started and having moved into the burnout area, may not restart engines.

To be a legitimate race winner, a contestant’s vehicle must self-start and self-stage. This rule also applies to single runs. Push-starting or push-staging any vehicle is prohibited. Staging must be done under the vehicle’s own engine power. Pro Stock Motorcycles are allowed to restart as necessary; however, this must be done in a time frame that permits the contestant to complete the run with the designated opponent. If the opponent has been sent on a single run, the bike losing fire may not restart and the run is forfeited.
In any category where dial-ins are displayed on a scoreboard or dial-in board, during eliminations, the racer accepts the dial-in displayed once he/she has pre-staged; no reruns will be granted due to incorrect dial-ins after pre-staging.

The application or use of any device, mechanical or electronic, that permits the driver to ascertain the position of his or her vehicle in relation to the starting line is prohibited. Only visual observation of track equipment may be used to ascertain the vehicle’s position.

The practice referred to as “deep staging” is prohibited in the Super Stock, Stock, Super Comp, Super Gas, and Super Street categories (permitted in all other categories). Both pre-stage and stage lights must be activated to constitute a legal start in those categories. In a dual deep-stage situation, both competitors will be disqualified, except in the final round of competition, in which case the two finalists will be rerun. When staging in Super Stock, Stock, Top Dragster, Top Sportsman, Super Comp, Super Gas, Super Street, or Competition Eliminator categories, both contestants must activate their pre-stage lights before either may advance into the stage beams. In the heads-up categories (TF, FC, PS, PSM, PM, TAD, TAFC, SC, SG, SST), if both drivers of a race leave the line before the start system is activated, the driver leaving first is disqualified — if unable to determine who left first, both drivers are disqualified. Any e.t.s posted would be void for lane choice or other considerations. THE FINAL STAGING MOTION, USING APPLIED POWER, MUST BE IN A FORWARD MOTION, GOING FROM PRE-STAGE TO STAGE POSITION (this procedure does not apply to motorcycles).

A reasonable amount of time will be permitted for drivers to stage. The time limit will be determined at the sole and absolute discretion of the official starter. Failure to stage upon the starter’s instructions is possible grounds for disqualification. After proper staging and receiving the starter’s signal to go, restaging for a second time is prohibited. Any driver leaving the starting line before the start system is activated, including a driver on a single run, will have his or her time disqualified for the run.

SECTION 3: POINTS AND RELATED PROGRAMS, TOP DRAGSTER AND TOP SPORTSMAN NATIONAL CHAMPIONSHIP (Page 3) (10/23/2018)

The two classes will be contested at 14-18 NHRA Mello Yello Drag Racing Series national events, the JEGS NHRA SPORTSnationals, and all NHRA Lucas Oil Drag Racing Series divisional events. To earn NHRA national championships, drivers in both classes will count their best three of their first five national events and their best five of their first eight divisional events. The JEGS NHRA SPORTSnationals event will be counted as a national events, with competitors earning national event points.

Drivers competing in the E3 Spark Plugs NHRA Pro Mod Drag Racing Series presented by J&A Service will earn championship points at each of the 10 NHRA national events at which they compete. The points will be accumulated throughout the year, and an annual champion will be crowned in the series at the conclusion of the season. 

Points will be awarded as follows:

<table>
<thead>
<tr>
<th>Position</th>
<th>Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>Winner</td>
<td>100</td>
</tr>
<tr>
<td>Runner-up</td>
<td>80</td>
</tr>
<tr>
<td>Third-round</td>
<td>60</td>
</tr>
<tr>
<td>Second-round</td>
<td>40</td>
</tr>
<tr>
<td>First-round</td>
<td>20</td>
</tr>
</tbody>
</table>

Additional 10 points are awarded to all non-qualifiers - one qualifying run required.

Qualifying positions earn points as follows:

<table>
<thead>
<tr>
<th>Position</th>
<th>Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>8</td>
</tr>
<tr>
<td>2nd</td>
<td>7</td>
</tr>
<tr>
<td>3rd</td>
<td>6</td>
</tr>
<tr>
<td>4th</td>
<td>5</td>
</tr>
<tr>
<td>5th &amp; 6th</td>
<td>4</td>
</tr>
<tr>
<td>7th &amp; 8th</td>
<td>3</td>
</tr>
<tr>
<td>9th thru 12th</td>
<td>2</td>
</tr>
<tr>
<td>13th thru 16th</td>
<td>1</td>
</tr>
</tbody>
</table>

Qualifying points will NOT be awarded at events if the entire 16-car field is determined by points standing.

SECTION 3: POINTS AND RELATED PROGRAMS, NHRA MICKEY THOMPSON TOP FUEL HARLEY SERIES (Add after E3 SPARK PLUGS NHRA PRO MOD DRAG RACING SERIES PRESENTED BY J&A SERVICE) (Page 4) (10/23/2018)

NHRA MICKEY THOMPSON TOP FUEL HARLEY SERIES

Riders competing in the NHRA Mickey Thompson Top Fuel Harley Series will earn championship points at each of the 10 NHRA National events at which they compete. The points will be accumulated throughout the year, and an annual champion will be crowned in the series at the conclusion of the season. 

Points will be awarded as follows:

<table>
<thead>
<tr>
<th>Position</th>
<th>Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>Winner</td>
<td>80</td>
</tr>
<tr>
<td>Runner-up</td>
<td>60</td>
</tr>
<tr>
<td>Second-round</td>
<td>40</td>
</tr>
</tbody>
</table>
First-round...........20

Additional 10 points are awarded to all non-qualifiers - one qualifying run required.

Qualifying positions earn points as follows:
1st ......................... 6
2nd .......................... 5
3rd .......................... 4
4th .......................... 3
5th & 6th .................... 2
7th & 8th .................... 1

Qualifying points will NOT be awarded at events if the entire 8-bike field is determined by points standing.

SECTION 5: MICKEY THOMPSON TIRE NHRA TOP FUEL HARLEY DRAG RACING SERIES, SUPPORT GROUP:9 SHUTOFF DEVICE (Page 3) (10/23/2018)

Electrimotion Pro Stock Shutoff Controller Kit (RF001PS) mandatory permitted. The Electrimotion Pro Stock Shutoff Controller Kit must be properly installed per the manufacturer’s instructions. Modification or tampering with the Electrimotion Pro Stock Shutoff Controller Kit prohibited.

SECTION 5: MICKEY THOMPSON TIRE NHRA TOP FUEL HARLEY DRAG RACING SERIES, RIDER:10 HELMET (Page 3) (10/23/2018)

Full-face Snell M2010, M2015, SA2010 or SA2015 helmet mandatory; shield mandatory (goggles prohibited). Eject Helmet Removal System (part number SDR 890-01-30) mandatory and must be installed per manufacturer instructions. A Stand 21 Lid Lifter head sock meeting SFI 3.3 may be used in lieu of the Eject Helmet Removal System. See General Regulations 10:7 in NHRA Rulebook.

SECTION 7A: TOP SPORTSMAN (Page 1) (10/23/2018)

Class is for full-bodied side-steer-type vehicles only. Qualified fields with competition conducted in a dial-in e.t. format. Minimum 6.010-second dial-in; maximum 7.99-second dial-in (eighth-mile, minimum 3.6670- to 5.29-second dial-in).

SECTION 7B: TOP DRAGSTER (Page 1) (10/23/2018)

Class is for dragster and open-bodied altered-type vehicles only. Altereds must have open front wheels. Full-fender and/or running-board-equipped street roadsters or Funny Car bodies prohibited. Qualified fields with competition conducted in a dial-in E.T. format. Minimum 6.010-second dial-in; maximum 7.70-second dial-in (eighth-mile, 3.6670 to 4.99 seconds).
SECTION 11A: STOCK CARS, ENGINE:1, ENGINE (Page 3) (10/23/2018)

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., 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 and all FS classes. See General Regulations 1:2.

SECTION 11A: STOCK CARS, DRIVETRAIN:2, TRANSMISSION, AUTOMATIC (Page 6) (10/23/2018)

Any model transmission, same make as car, with a maximum of three forward speeds (unless OEM equipped with more than three forward speeds). O.D. gear not required, reverse permitted. Transmission case must be OEM or aftermarket OEM replica from a standard, automotive application as found in the Official NHRA Stock Car Classification Guide. Aftermarket case must meet SFI Spec. 4.1. NHRA-accepted adapter plates permitted. Modifications to shifting patterns are permitted, provided full shift pattern is retained. Full shift pattern must include park and reverse. Any gear change must occur as a result of an internal function of the transmission or from direct action by the driver. Lockup converter permitted if OEM-equipped with lockup converter and OEM transmission is used. Otherwise, lockup converters prohibited. Electronic rpm transmission controls for the electric (internal or external to the transmission) shifting of OEM electric shift automatic transmissions to shift via internal function of the valve body only permitted in computer-controlled vehicles only; may shift by RPM or time only, wires for line lock, wheel speed, driveshaft speed or GPS signal prohibited. Otherwise, any gear change must occur as a result of an internal function of the transmission or from direct action by the driver. Pneumatic, hydraulic, electric, etc. controls and shifters in all noncomputer-controlled electronic-fuel-injected vehicles prohibited. The use of air assisted or electric shifter is prohibited in all Stock applications. Deepened stock or aftermarket transmission oil pans permitted. Drilling of transmission case or rear of engine block to adapt incompatible units prohibited. Functional neutral safety switch mandatory. Transmission brake prohibited. Tailshaft modifications for bushing replacement, or NHRA-accepted aftermarket tailshaft, permitted. Any car running quicker than 10.99 must be equipped with a transmission shield meeting SFI Spec 4.1. Any

Must be equipped with stock production four-wheel hydraulic brake system, or aftermarket disc brakes meeting the following criteria:
1. Minimum effective piston area per wheel: 3 1/2 square inches.
2. Minimum disc (rotor) diameter 10 1/4 inches x 5/16-inch thick.
3. Must install dual reservoir master cylinder with any modified brake system, splitting front and rear into separate systems.
4. Dual calipers on rear wheels permitted, maximum one hydraulic brake line to dual rear brake system (no wires).
5. Rear-wheel line-loc prohibited; front-wheel line-loc permitted. Parking brake optional.

Four-wheel or rear-wheel line-loc prohibited. All line-locs must be spring-loaded or self-returning to normal operating mode.

Must be equipped with stock production four-wheel hydraulic brake system, or aftermarket disc brakes meeting the following criteria:
1. Minimum effective piston area per wheel: 3 1/2 square inches.
2. Minimum disc (rotor) diameter 10 1/4 inches x 5/16-inch thick.
3. Must install dual reservoir master cylinder with any modified brake system, splitting front and rear into separate systems.
4. Dual calipers on rear wheels permitted, maximum one hydraulic brake line to dual rear brake system (no wires).
5. Rear-wheel line-loc prohibited; front-wheel line-loc permitted. Parking brake optional.

Four-wheel or rear-wheel line-loc prohibited. All line-locs must be spring-loaded or self-returning to normal operating mode.

SECTION 12G: SUPER STOCK/MX, BRAKES AND SUSPENSION:3, WHEELIE BARS (Page 31) (10/23/2018)
EX, VX class: Permitted. Maximum length 65 inches from rear bumper.
SECTION 18: FUNNY CAR, DESIGNATION (5th Paragraph) (Page 1) (10/23/2018)

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 Director of Engineering, Technical Operations 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.

SECTION 18: FUNNY CAR, ENGINE:1, ENGINE (Page 2) (10/23/2018)

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; 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. Cast aluminum blocks prohibited.

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.


Front and rear suspension prohibited. Steel or aluminum front-spindle assembly mandatory, minimum 4130 steel. All other materials prohibited. Plating of front suspension components prohibited. See General Regulations 3:4.

Rear body mount tree must be constructed of 4130 steel or titanium. Titanium or other material not permitted.

SECTION 18: FUNNY CAR, FRAME:4, ROLL CAGE PADDING (Page 8) (10/23/2018)
Roll-cage padding meeting SFI Spec 45.12 mandatory anywhere driver’s helmet may come in contact with roll-cage components during tire shake or an accident. 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. Additional padding meeting SFI 45.2 is also required around the steering column to protect the driver’s knees during an accident. See Accepted Products/Roll Cage and Steering Column Padding on NHRA Racer.com for an example of roll-cage and steering column padding. All roll-cage and steering column padding must be accepted by NHRA officials. A current list of NHRA accepted lateral head supports is available on NHRA Racer.com.

SECTION 18: FUNNY CAR, INTERIOR:6, SHEET METAL (Page 9) (10/23/2018)
Driver compartment interior, firewall, seat, etc. must be aluminum or steel. Magnesium or carbon fiber prohibited. Carbon fiber injector “doghouse” permitted.

SECTION 18: FUNNY CAR, INTERIOR:6, SEAT (Page 9) (10/23/2018)
Seats must be foamed with energy-absorbing material and formed to the driver’s body. The seat must make contact with the driver’s entire back, buttocks and upper thighs and be accepted by NHRA officials. Minimum one-layer, flame-retardant-material type mandatory as seat upholstery. No magnesium permitted. Driver seat bucket must be aluminum, steel, or carbon fiber, magnesium prohibited.

Maximum body width variation from front to rear is 6 inches. Minimum body width is 60 inches when mounted. Modification to the lower, rear corner of the front wheel opening(s) may be allowed, IF required to meet the clearance for starting-line timing lights. In side view, the body should present clearance, all the way
across the car, 3 inches from the ground, extending for a length of 12 inches +
1/4-inch max, rearward from the front spindle centerline. Any exposed edges or
openings as a result of trimming the wheel-opening corner should be patched
and refinished. Such modifications must be authorized in advance by the NHRA
Technical Services Department and accepted upon completion. Bodies are
measured at centerline of front and rear axles. Fender flares or lips, maximum
1.5-inch permitted on forward half of front and 1-inch on the rear wheel openings;
may not extend rearward of spindle or axle centerlines; must be defined from
body. Lips must be mounted in line with wheel opening, and may not be mounted
in front of opening. Both the 1-inch and 1.5-inch flares will not be considered in
any width measurement. A body header flange lip is allowed and can measure a
maximum of 1 inch or as wide as the body, whichever is less. Enclosing the
wheelwells or the use of wheel fairings is prohibited. Front and rear wheelwell
must maintain OEM radius and contour, and be accepted by NHRA at the time of
the body approval. Wheelwell openings: front, minimum 5 inches measured
vertically from centerline of the front axle to wheelwell opening; rear, minimum 8
inches measured vertically from centerline of rear axle to wheelwell opening.
Trailing edge of rocker minimum 18 inches measured directly from centerline of
rear axle. Front overhang not to exceed 40 inches from centerline of front axle.
Beltline moldings (if on stock vehicle), headlight and taillight housings or
indentations must be incorporated into body. Headlights and taillights must be
painted or decaled to simulate OEM appearance and configuration. Taillight area
may be hinged (top only) for air venting, maximum 100 square inches. On each
side, maximum two flaps, that must be adjacent, accepted. The hinged openings
must include the taillight and must be rectangular in shape; any other holes in
rear of body prohibited. Hood scoops prohibited; injector must protrude through
hood. Maximum height of hood cowlng 5 inches, may be no wider than base of
A-pillars.

Roofs may be chopped maximum 2 inches. Complete removal of roof prohibited.
Minimum roof width 32 inches. Minimum width at A-pillar 48.75 inches; minimum
width at C-pillar 49.50 inches. Length of roof as measured from top of front
windshield to top of rear window must remain within 4 inches of stock. Rocker
panel extensions may not be more than 1 inch wide. All bodies run in competition
must be run as they come from NHRA-approved molds. Modifications for header
clearance will be permitted if authorized in advance by the NHRA Technical
Services Department. Bodies will be clean of bumper roll pans or any other
component(s) that are in NHRA’s determination unnecessary to the normal
mounting tubing, firewall, and driver enclosure. No underbody streamlining will be
permitted. 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. Rub bar/splitter cannot
extend beyond the inside body line or be greater than 1/2-inch thick. One naca
duct permitted in the belly pan, must be covered in such manner that will prevent
debris from potentially contacting driver. Maximum width of opening for blower,
26 inches. Opening for blower hat must have a minimum 2.500-inch clearance
between body and throttle linkage, clearance not included in 26-inch dimension.
Wicker permitted on front and sides of blower opening; maximum height 1 inch. Wicker must be installed 90 degrees to the body and must be a flat surface. Final determination on all body modifications rests with NHRA Technical Services Department.

SECTION 18: FUNNY CAR, DRIVER:10, HELMET (Page 15) (10/23/2018)
Full-face helmet meeting Snell SA2010, or SA2015, FIA 8860-2010, 8860-2015 or 8860-2018 with shield mandatory. Eject Helmet Removal System (part number SDR 890-01-30) mandatory and must be installed per manufacturer instructions. A Stand 21 Lid Lifter head sock meeting SFI 3.3 may be used in lieu of the Eject Helmet Removal System. See General Regulations 10:7.

SECTION 18: FUNNY CAR, DRIVER:10, PROTECTIVE CLOTHING (Page 15) (10/23/2018)
Driver’s suit meeting SFI Spec 3.2A/20, long sleeve underwear shirt meeting SFI 3.3, long underwear pants meeting SFI 3.3, SFI Spec 3.3/20 gloves, glove under-liners made of flame retardant material, SFI Spec 3.3/20 boots, socks meeting SFI 3.3, SFI Spec 3.3 head sock, and SFI Spec 3.3/10 helmet skirt mandatory. A shoe meeting SFI Spec 3.3/20 constructed such that the flame retardant material is at least six inches above the heel may be used in lieu of a 3.3/20 boot. All jacket/pants or suits meeting SFI Spec 3.2A/20 must be recertified on a five-year interval. All clothing containing metal or plastic prohibited. Undergarments that are worn in addition to those mandated that are made of flammable materials (e.g. nylon, rayon, polyester, spandex etc.) are prohibited. All jewelry prohibited. A 3000 PSI, 112 cubic inches minimum capacity fresh air breathing system mandatory. System must be manufactured and installed by the original helmet manufacturer or with written authorization of the original helmet manufacturer. Helmet must meet applicable SFI and/or Snell specs with fresh air system installed. Compressed air only. Air must be supplied by constant pressure. See General Regulations 10:10.

SECTION 19: TOP FUEL DRAGSTER, DESIGNATION (5th Paragraph) (Page 1) (10/23/2018)
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 Director of Engineering, Technical Operations 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.

Roll-cage padding meeting SFI Spec 45.12 mandatory anywhere driver’s helmet may come in contact with roll-cage components during tire shake or an accident. 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. See Accepted Products/Roll Cage and Steering Column Padding on NHRARacer.com for an example of roll-cage padding. All roll-cage padding must be accepted by NHRA officials. A current list of NHRA-accepted lateral head supports is available on NHRARacer.com.

Seats must be foamed with energy-absorbing material and formed to the driver’s of the vehicle’s body. The seat must make contact with the driver’s entire back, buttocks and upper thighs and be accepted by NHRA officials. Minimum one-layer, flame-retardant-material type mandatory as seat upholstery. No magnesium permitted. Driver seat bucket must be aluminum, steel, or carbon fiber, magnesium prohibited.

SECTION 19: TOP FUEL DRAGSTER, DRIVER:10, HELMET (Page 14) (10/23/2018)
Full-face helmet meeting Snell SA2010, or SA2015, FIA 8860-2010, 8860-2015 or 8860-2018 with shield mandatory. Eject Helmet Removal System (part number SDR 890-01-30) mandatory and must be installed per manufacturer instructions. A Stand 21 Lid Lifter head sock meeting SFI 3.3 may be used in lieu of the Eject Helmet Removal System. See General Regulations 10:7.

SECTION 19: TOP FUEL DRAGSTER, DRIVER:10, PROTECTIVE CLOTHING (Page 14) (10/23/2018)
Driver’s suit meeting SFI Spec 3.2A/20, long sleeve underwear shirt meeting SFI 3.3, long underwear pants meeting SFI 3.3, SFI Spec 3.3/20 gloves, glove under-liners made of flame retardant material, SFI Spec 3.3/15 boots/shoes, socks meeting SFI 3.3, SFI Spec 3.3 head sock, and SFI Spec 3.3/10 helmet skirt mandatory. All jacket/pants or suits meeting SFI Spec 3.2A/20 must be recertified on a five-year interval. All clothing containing metal or plastic prohibited. Undergarments that are worn in addition to those mandated that are made of flammable materials (e.g. nylon, rayon, polyester, spandex etc.) are
prohibited. All jewelry prohibited. A 3000 PSI, 112 cubic inches minimum capacity fresh air breathing system mandatory. System must be manufactured and installed by the original helmet manufacturer or with written authorization of the original helmet manufacturer. Helmet must meet applicable SFI and/or Snell specs with fresh air system installed. Compressed air only. Air must be supplied by constant pressure. See General Regulations 10:10.

SECTION 22: SFI SPECIFICATIONS (Page 2) (10/23/2018)
15.1 Rear-Drive Wheels, TAD, TAFC, Pro Mod, PS