2019 NHRA RULE AMENDMENTS
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Participant hereby grants NHRA, its member tracks, and each of their agents and
assigns, full and unconditional permission to collect and retain vehicles, parts of
vehicles, equipment, data, (including performance related) or any other items
used in conjunction with participation that are owned by or in the possession of
participant or present at an event (collectively “Items”), including such Items that
may be relevant incident to the investigation of an incident; the inspection or
testing of such Items; or for any other purpose. NHRA may exercise this right to
take and retain Items at any time when NHRA determines in its sole and absolute
discretion that such actions are necessary. Participant fully releases
NHRA from any liability whatsoever for loss of, damage to, or destruction of any such items.

When an Item is suspected of being out of compliance with an NHRA rule, or
when an Item has been involved in an incident, NHRA may in its sole and
absolute discretion collect and retain such Items if NHRA believes it necessary to
do so to further investigate, make a final determination, and/or preserve
evidence, all in NHRA’s sole and absolute discretion. At any time that NHRA
collects and retains Items, NHRA will try to safeguard such Items and return such
Items when NHRA has completed its work with them, but NHRA makes no
representations or warranties that the Items will not be lost, damaged,
destructively tested, destroyed or otherwise affected. However, notwithstanding
the foregoing sentence, if NHRA believes that an Item should be retained or
destroyed, or indefinitely or permanently retained, to prevent further use of such
item in competition, NHRA may so retain or destroy such Item. The rights
granted to NHRA in this subsection shall also apply to any NHRA member track if
deemed necessary by the member track officials.
Any Professional category protest fee: $1,500

NHRA Lucas Oil Drag Racing Series category protest fees:
- Cubic inch check (without removing head) . . . . . . . . $250
- Bore and stroke only (with head removed) . . . . . $350
- Inspect head on engine, remove and inspect vehicle . . . $300
- Remove oil pan, inspect rods and crank . . . . . . . . . . . $400
- Heads, valves, carburetor, bore and stroke . . . . . . . . $450
- Remove oil pan, rod, piston and inspect crank . . . . . . $500
- Heads, valves, carburetor, bore and stroke plus cam . . . $600
- Electronic devices . . . . . . . . . . . . . . . . . . . . . . . . . . $600

Any Professional category protest . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . $1,000

SECTION 1: ADMINISTRATIVE PROCEDURES & APPEALS. 1.9.1 PILOT TEAM SOCIAL MEDIA PROGRAM (4th Paragraph) (Page 26) (3/7/2019)

AS AN EXEMPTION to the rules stated above in Section 1.9 and its subparts (1) – (6), NHRA is continuing a pilot program for social media use of certain images captured at events. The rule is below. Strict compliance required. Noncompliance subject to all available remedies including any penalty available under the Rulebook. Please note that strict compliance with this rule is necessary to respect the sport’s relationship with and commitments to FOX Sports. Violations may result in disciplinary action and/or in termination of this pilot program. Camera use for competition purposes is governed solely by the NHRA Rulebook and the Tech Department and there are no changes to the competition camera rules. No additional competition cameras are allowed. This rule allows a person to hold a small unobtrusive camera (for example, an iPhone) outside the race vehicle. This rule prohibits any camera on or in the race vehicle or on the competitor (for example, Google glasses are prohibited).

This rule is part of a pilot project by NHRA to experiment with allowing teams to capture certain images from NHRA race venues for use to promote the team and NHRA drag racing in a positive light on social media (“Team Social Media Rule”). Because social media is an emerging area, the rights granted are subject to change, and there is no promise that the same or similar rights will be granted for the entire season, or in the future.

To use the privilege granted by this rule the following requirements apply:
Team Requirements:
• Must be a Top Fuel, Funny Car, Pro Stock, Pro Stock Motorcycle, or Pro Mod team competing in 2019 NHRA Mello Yello events (defined in this rule as “Team”). Applies at NHRA Mello Yello events only.
• No rights are granted for any other type of team or event.

Hashtags: ALL postings must include #nhra and any other hashtag(s) NHRA may require for a given weekend

On-Track Video:
• Time and place of access: When your driver is running, one (1) amateur videographer/photographer per lane must have restricted area credential and Starting Line Access Pass) may take video recordings of Team’s driver and crew, only from the starting line area (not from the top end, from the grandstands, from the top of the tower, or from anywhere else on track).
• Time of posting: Video that includes any on-track action (including video taken from the starting line) may be posted only AFTER the completed program of the applicable NHRA Mello Yello event day has been telecast on the applicable FOX channel. PM teams can post after the MYDRS show airs and do not have to wait until after the PM show airs.
• Type of camera: Only ONE (1) small, unobtrusive camera is allowed. The camera permitted under this Social Media Rule is separate from the one (1) camera allowed for competition purposes only under Section 9.15. Camera equipment is subject to approval by NHRA in NHRA’s sole and absolute discretion. NHRA reserves the right to affix and require indicia of approval on approved equipment. No in-car cameras allowed. Contact ggray@nhra.com and kadelson@nhra.com regarding in-car cameras.
• Credentials/Requirements: The camera must be used by an adult, amateur videographer who has executed a Release and Waiver of Liability, has signed the Social Media Rule Agreement and Acknowledgement shown below, and has been granted and is wearing the prescribed identifying item (currently, sweatband/wristband). This rule is for Team social media only.

On-Track Still Photos: May be taken at the same time as video; may be posted at any time.

Video or Photos On-Site but Not On-Track (pits, staging lanes, etc.): Video and photos that DO NOT include on-track or racing action may be taken and posted any time, provided that all of the following conditions are met:
• No racing action is included
• Nothing is included that is being filmed as part of the FOX programs

Team Social Media Use Only: This rule is not for professional sponsors, for commercials, for film crews, for TV shows, for movies, etc. If Team or a sponsor
wishes to use a professional film crew, contact dkennedy@nhra.com for consideration.

**Access Limits:**
- On-track racing action may be videoed or photographed only as stated above. No photos/video at top end, scales, etc.
- Team may create video of only its own drivers and crews.
- Video access shall be determined by NHRA and subject to the instruction of NHRA staff. Team shall comply with all directions of NHRA on-site staff and shall in no way impede or interfere with the conduct of the event or any part of the event and/or NHRA’s recording of any part of the event. NHRA may limit or revoke video access or deny access, even after the event has commenced, in NHRA’s sole and absolute discretion, at any time.

**Content Limits:**
- Any video and photos may be used only to illustrate in a positive manner Team’s involvement in NHRA drag racing. Video and photos will include nothing detrimental to NHRA or the sport of drag racing. All video and photos will follow the philosophy of NHRA, which promotes drag racing, the role of safety in drag racing, and is a family-oriented organization.

**Use of the Video and Photos Permitted for Social Media Only:**
- On Team’s mono-branded website
- On Team’s mono-branded pages and channels on social networking sites such as Instagram, Twitter, YouTube, and Facebook.

**All other uses prohibited** unless approved by NHRA. To request approval for another use contact ip@nhra.com. Approval will be granted or denied in NHRA’s sole and absolute discretion, and if granted will be subject to a written license agreement. Examples of prohibited uses include the following types of use:

- In any telecast or distribution over the internet other than social media.
- In any news or other media.
- In any existing or proposed television series, pilot, feature film, etc.
- Sponsor use or advertising use of any kind, use on any sponsor website or other social media channel (including co-branded or multi-branded websites and channels).
- In any commercial or advertisement
- For sale in any manner including behind a paywall or as part of any compilation sold in any manner.

**Additional Use Rules**
- Team may not assign, transfer or license any rights in any video or photos.
- No live webcast of video or other live transmission/live streaming of any video from any event.
- Video may not be sold or monetized.
• Video may not be offered for download.
• No video clip used may be over five (5) minutes and clips may not be strung together to create an episode/program or the equivalent (e.g., like a television show, an episode of a television show or a webisode).
• Each social media posting must include #nhra and any other hashtag prescribed by NHRA for a given time.
• If it is possible to do so, each video clip must include a reference to the NHRA Mello Yello Drag Racing Series (with approved logo) on FOX (with approved logo) with a hyperlink to the NHRA Mello Yello TV Schedule, or if not possible to do the foregoing, then the NHRA Mello Yello Series logo and a hyperlink to the NHRA Mello Yello TV Schedule must appear on Team’s website, including YouTube Channels.
• To the maximum extent possible to do so, the promotion of the NHRA Mello Yello TV Schedule must be at least as prominent on Team’s website as the video usage itself. Postings of any portion of the video must include a verbal mention and/or on-screen graphic reference to the NHRA Mello Yello Drag Racing Series on FOX, including a notation to “Watch NHRA Drag Racing on FOX” or as otherwise designated by NHRA.

Approval and Takedown
NHRA has rights of approval over the actual use of video and photographs and may order the takedown of or otherwise embargo such use on any website if NHRA disapproves of the video and Team agrees to comply immediately with any request by NHRA to modify the presentation of, or take down, any video taken onsite at any event.

Additional Requirements
• If NHRA finds that Team is not using #nhra, then NHRA may require Team, within five days of NHRA’s request, to furnish NHRA with a complete list of all sites/postings where any video from prior NHRA Mello Yello event is located. Project posting lists shall be sent to ip@nhra.com.
• Team grants NHRA a royalty-free license to use any video or photo captured by Team for any purpose in perpetuity by any and all means now known or hereafter developed. As soon as possible after NHRA’s request, Team and any applicable individuals will supply any video or photos taken to NHRA. Team and any applicable individuals will execute any further documents necessary to memorialize this license.
• Other than as expressly set forth herein this Rule grants no license or rights to: any rights not specifically granted; marks owned by NHRA; any other participants or third party marks; any use in a manner that suggests or implies an association between any third party and the NHRA; use in connection with any fantasy gaming, “betting lines” or any form of wagering; use in any manner that would reflect negatively on NHRA; or any use that could be subject to a claim that it is defamatory, invades the right of privacy or infringes any other right of any person.
• NOTWITHSTANDING ANY OTHER PROVISION OF THIS RULE OR THE RULEBOOK THAT MAY BE CONTRARY, IF ANY VIDEO OR PHOTO SHOT HEREUNDER CONTAINS CRASH OR OTHER RACING OR NONRACING INCIDENT MATERIAL, TEAM IMMEDIATELY MUST TURN OVER THE ORIGINAL AND ANY COPIES OF SUCH VIDEO AND PHOTOS TO NHRA (AND NHRA MAY CONFISCATE SUCH VIDEO AND PHOTOS IF IT IS NOT IMMEDIATELY TURNED OVER) AND TEAM MAY NOT USE SUCH VIDEO OR PHOTOS FOR ANY PURPOSE WHATSOEVER.

• Team shall bear the full responsibility for any deviation from the terms and obligations of this Social Media Rule by any person affiliated or working with Team.

• The following are among possible violations for which NHRA may take disciplinary actions:
  • Filming at the starting line area for social media without the person filming first signing the Social Media Rule Agreement and Acknowledgement.
  • Filming at the starting line area for social media without the person filming wearing the prescribed identifying item (currently sweatband/wristband).
  • Transferring the prescribed identifying item (currently sweatband/wristband) to someone who has not signed the Social Media Rule Agreement and Acknowledgement.
  • Posting video filmed at the starting line or any on-track racing action prior to the completion of the applicable television broadcast.
  • Use of more cameras than permitted at the starting line area.
  • Use of an in-car camera for social media (without explicit prior permission from NHRA Social Media and NHRA Tech).

AS AN EXCEPTION to the rules stated above in Section 1.9 and its subparts (1) – (6), NHRA is continuing a pilot program for social media use of certain images captured at events. The rule is below. Strict compliance required. Noncompliance subject to all available remedies including any penalty available under the Rulebook. Please note that strict compliance with this rule is necessary to respect the sport’s relationship with and commitments to FOX Sports. Violations may result in disciplinary action and/or in termination of this pilot program.

Camera use for competition purposes is governed by the NHRA Rulebook and the Tech Department; see Section 21.9.15 for competition camera rules. This Social Media Rule does not change the rules for competition cameras nor does this Social Media Rule allow additional cameras for competition use. This rule allows one (1) person per lane (two (2) people if Team has a vehicle running in both lanes) to hold a small unobtrusive camera (for example, an iPhone) outside the race vehicle. This rule also allows social media use of acceptable images captured from a Tech-approved in/on-car competition camera. Camera glasses may be used as the in/on car competition camera, pursuant to Rule 21.9.15. This rule prohibits any camera on the competitor (for example, camera glasses (such
as Google Glass) are prohibited as is any similar Additional or new camera-based data or image capturing technology is prohibited).

This Social Media Rule is part of a pilot project by NHRA to experiment with allowing teams to capture certain images from NHRA race venues for use to promote the team and NHRA drag racing in a positive light on social media. Because social media is an emerging area, the rights granted are subject to change, and there is no promise that the same or similar rights will be granted for the entire season, or in the future.

Any violation to the Social Media Rule may result in a minimum $1,000 fine and will subject the individual and/or team to further disciplinary action.

To use the privilege granted by this rule the following requirements apply:

**Team Requirements:**
- Applies to all teams at National Events. Top Fuel, Funny Car, Pro Stock, and Pro Stock Motorcycle and Pro Mod teams must comply with additional requirements set by the NHRA Marketing/Social Media Department such as signing the Team Social Media Rule Acknowledgement and Agreement.

**Tagging:** ALL postings must include a tag, and wherever possible a hashtag. The tag must be “@NHRA” and the hashtag must be “#NHRA”, “NHRAonFox” and/or any other hashtag(s) that NHRA may require for a given time period.

**On-Track Video:**
- **Time and place of access:** When your driver is running, one (1) amateur videographer/photographer per lane (must have Restricted Area credential, and if the Team is TF, FC, PSC, PSM, or PM, must also have a SLAP and vest) may take video recordings of Team’s driver and crew, only from the starting line area (not from the top end, from the grandstands, from the top of the tower, or from anywhere else on track) for the purpose of creating social media content. In addition, video footage from one (1) NHRA Tech Department-approved in/on-car competition camera is allowed for social media use.
- **Time of posting:** Video that includes any on-track action (including video taken from the starting line and in/on-car competition cameras) may be posted immediately (with the exception of live streaming) on Qualifying days and only AFTER the completed program of the applicable NHRA Mello Yello event day has been telecast on the applicable FOX channel on Final Eliminations day. Further, video taken from in/on-car competition cameras must be reviewed and approved by an NHRA Social Media representative before posting to team’s social media channels. PM and Sportsman teams can post after
the MYDRS show airs should follow the same guidelines as above and do not have to wait until after the PM or Sportsman shows air.

• **Type of camera:** Only ONE (1) small, unobtrusive camera is allowed per videographer/photographer at the starting line for the purpose of creating social media content. The camera permitted under this Social Media Rule is separate from the one (1) starting line camera allowed for competition purposes under Section 21.9.15, however the prohibition on capturing images of a competitor in that section still applies. Camera equipment is subject to approval by NHRA in NHRA’s sole and absolute discretion. NHRA reserves the right to affix and require indicia of approval on approved equipment. On/in-car competition cameras must be approved by the NHRA Tech Department. Contact kadelson@nhra.com regarding RF in-car cameras used by the NHRA broadcast team.

• **Type of camera - DRIVER:** Driver may use camera glasses, subject to approval by NHRA in NHRA’s sole and absolute discretion. NHRA reserves the right to affix and require indicia of approval on approved equipment. Camera glasses count as a “competition camera” but may also be used for social media.

• **TV In-Car Cameras.** Contact sreintjes@nhra.com regarding RF in-car cameras used by the NHRA broadcast team.

• **Credentials/Requirements:** The camera used at the starting line for purpose of creating social media content must be used by an adult, amateur videographer/photographer who has executed a Release and Waiver of Liability. If the team is TF, FC, PSC, or PSM or PM, the Social Media Rule Agreement and Acknowledgment and any other documents as requested by NHRA must be executed, and the prescribed identifying item (currently Restricted Area credential, SLAP and vest) must be worn. If a TF, FC, PSC, or PSM or PM team intends to use in/on-car competition camera video for social media purposes, the team must have signed the Social Media Rule Acknowledgement and Agreement after the in/on-car camera is approved by the NHRA Tech Department.

**On-Track Still Photos:** May be taken at the same time as video; may be posted at any time.

**Video or Photos On-Site but Not On-Track (pits, staging lanes, etc.):** Video and photos that DO NOT include on-track or racing action may be taken and posted any time, provided that all of the following conditions are met:

- No racing action is included
- Nothing is included that is being filmed as part of the FOX programs

**Access Limits:**
- On-track racing action may be videoed or photographed only as stated above. No photos/video at top end, scales, etc.
- Team may create video of only its own drivers and crews.
• Video access shall be determined by NHRA and subject to the instruction of NHRA staff. Team shall comply with all directions of NHRA on-site staff and shall in no way impede or interfere with the conduct of the event or any part of the event and/or NHRA’s recording of any part of the event. NHRA may limit or revoke video access or deny access, even after the event has commenced, in NHRA’s sole and absolute discretion, at any time.

Content Limits:
• Any video and photos may be used only to illustrate in a positive manner Team’s involvement in NHRA drag racing. Video and photos will include nothing detrimental to NHRA or the sport of drag racing. All video and photos will follow the philosophy of NHRA, which promotes drag racing, the role of safety in drag racing, and is a family-oriented organization.

Use of the Video and Photos Permitted for Social Media Only:
• On Team’s mono-branded website;
• On Team’s mono-branded pages and channels on social networking sites such as Instagram, Twitter, YouTube and Facebook;
• On Team’s mono-branded blogs.
• This rule is not for commercials, for film crews, for TV shows, for movies, for other commercial purposes, display ads, company marketing tapes, etc. If Team or a sponsor wishes to use a professional film crew, please complete the NHRA Video and Access Request Form which can be found online at https://nhra.formstack.com/forms/nhra_media_request_form.

All other uses prohibited unless approved by NHRA. To request approval for another use complete the NHRA Video and Access Request Form which can be found online at https://nhra.formstack.com/forms/nhra_media_request_form. Approval will be granted or denied in NHRA’s sole and absolute discretion, and if granted will be subject to a written agreement. Examples of prohibited uses include the following types of use:

• In any telecast or distribution over the internet other than social media.
• In any news or other media.
• In any existing or proposed television series, pilot, feature film, etc.
• In any commercial or advertisement.
• For sale in any manner including behind a paywall or as part of any compilation sold in any manner.

Additional Use Rules:
• Team may not assign, transfer or license any rights in any video or photos.
• No live webcast of video or other live transmission/live streaming of any video from any event.
• Video may not be sold or monetized.
- Video may not be offered for download.
- No video clip used may be over five (5) minutes and clips may not be strung together to create an episode/program or the equivalent (e.g., like a television show, an episode of a television show or a webisode).
- The Team’s website must include a reference to the NHRA Mello Yello Drag Racing Series (with approved logo) and NHRA on FOX (with approved logo) and a hyperlink to the NHRA Mello Yello TV Schedule whenever video or photos are posted. Each video clip posted to the Team’s YouTube channels must include a hyperlink to the NHRA Mello Yello TV Schedule. The Team will also include a hyperlink to the NHRA Mello Yello TV Schedule in other social media postings where possible.
- To the maximum extent possible to do so, the promotion of the NHRA Mello Yello TV Schedule must be at least as prominent on Team’s website as the video usage itself. Postings of any portion of the video must include a verbal mention and/or an on-screen graphic reference to the NHRA Mello Yello Drag Racing Series on FOX, including a notation to “Watch NHRA Drag Racing on FOX” or as otherwise designated by NHRA.

**Approval and Takedown:** NHRA has rights of approval over the actual use of video and photographs and may order the takedown of or otherwise embargo such use on any website if NHRA disapproves of the video and Team agrees to comply immediately with any request by NHRA to modify the presentation of, or take down, any video taken onsite at any event.

**Additional Requirements:**
- NHRA may require Team, within five (5) days of NHRA’s request, to furnish NHRA with a complete list of all sites/postings where any video from prior NHRA Mello Yello event is located. Project posting lists shall be sent to IP@nhra.com.
- Team grants NHRA a perpetual, worldwide, fully paid-up, royalty-free license to use any video or photo captured by Team for any purpose in perpetuity by any and all means now known or hereafter developed, including without limitation in print, online and in NHRA’s social media. As soon as possible after NHRA’s request, Team and any applicable individuals will supply any video or photos taken to NHRA. Team and any applicable individuals will execute any further documents necessary to memorialize this license.
- This Social Media Rule grants no license or rights to: any rights not specifically granted; marks owned by NHRA; any participants, contractor, sponsor or third party marks; any use in a manner that states, suggests or implies an association or any endorsement between Team and/or any third party and the NHRA; use in connection with any fantasy gaming, “betting lines” or any form of wagering; use in any manner that would reflect negatively on NHRA; or any use that could be subject to a claim that it is defamatory, invades the right of privacy or infringes any other right of any person.
• NOTWITHSTANDING ANY OTHER PROVISION OF THIS SOCIAL MEDIA RULE OR THE RULEBOOK THAT MAY BE CONTRARY, IF ANY VIDEO AND/OR PHOTO SHOT HEREUNDER CONTAINS CRASH OR OTHER RACING OR NON-RACING INCIDENT MATERIAL, TEAM IMMEDIATELY MUST TURN OVER THE ORIGINAL AND ANY COPIES OF SUCH VIDEO AND/OR PHOTOS TO NHRA (AND NHRA MAY CONFISCATE SUCH VIDEO AND/OR PHOTOS IF IT IS NOT IMMEDIATELY TURNED OVER) AND TEAM MAY NOT USE SUCH VIDEO AND/OR PHOTOS FOR ANY PURPOSE WHATSOEVER. IN ADDITION, TEAM WILL NOT SUPPLY CRASH MATERIAL TO ANY NEWS ORGANIZATION OR OTHERWISE PROVIDE SUCH IMAGES FOR PUBLIC VIEWING.

• Team shall bear the full responsibility for any deviation from the terms and obligations of this Social Media Rule by any person affiliated or working with Team.

• The following are among possible violations for which NHRA may take disciplinary actions with TF, FC, PSC, PSM or PM teams at National Events:
  o Filming at the starting line area or use of in/on-car competition camera video footage for social media without the person filming first signing the Team Social Media Rule Agreement and Acknowledgment.
  o Allowing any individual to film in the starting line area who is not a member of the driver’s team and has not signed the Social Media Rule Agreement and Acknowledgment.
  o Filming at the starting line area for social media without the person filming wearing the prescribed identifying item (currently Restricted Area credential, SLAP and vest).
  o Transferring the prescribed identifying item (currently Restricted Area credential, SLAP and vest) to someone who has not signed the Team Social Media Rule Acknowledgment and Agreement.
  o Posting video and/or photos captured at the starting line or by a Tech-approved in/on-car competition camera or any on-track racing action prior to the completion of the applicable television broadcast.
  o Posting video filmed from a Tech-approved in/on-car competition camera without review and approval from an NHRA Social Media representative.
  o Use of more cameras than permitted at the starting line area.
  o Video use for any type of commercial purpose.

SECTION 6: E3 SPRK PLUGS NHRA PRO MOD DRAG RACING SERIES PRESENTED BY J&A SERVICE, DESIGNATION (Page 1) (3/20/2019)

DESIGNATION
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) - 2,425 pounds
Nitrous-assisted entries with lock-up converter (910 cid) – 2,450 pounds
Supercharged entries (526 cid) - 2,600 pounds
Turbocharged entries (526 cid) - 2,650 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 6: E3 SPRK PLUGS NHRA PRO MOD DRAG RACING SERIES PRESENTED BY J&A SERVICE, ENGINE:1, INDUCTION (Page 2) (1/29/2019)
Any number and type of carburetors or throttle bodies may be used. Electronic fuel injection permitted. EFI entries must have an NHRA accepted ECU, software and firmware. A current list of NHRA-accepted ECUs, software, and firmware can be found on NHRARacer.com. See General Regulations 9:1, 9:11.

SECTION 6: E3 SPRK PLUGS NHRA PRO MOD DRAG RACING SERIES PRESENTED BY J&A SERVICE, ENGINE:1, SUPERCHARGER (Page 3)
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 14.5 percent on all combinations. Intercoolers, variable multispeed 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 6: E3 SPRK PLUGS NHRA PRO MOD DRAG RACING SERIES PRESENTED BY J&A SERVICE, ENGINE:1, turbocharger (Page 3)
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 as documented on NHRARacer.com: NHRA Accepted Products, NHRA Accepted Product Specifications, Pro Mod, Hyperkontrol Boost System Installation and Operation Manual. Any modification to or any attempt to disable or defeat the boost controller is prohibited. Any attempt to corrupt or delete data associated with the boost controller is prohibited. Maximum boost may only be set by NHRA officials.

Boost Pressure Limit: 36 33 psi

Hood scoops permitted. May not extend above the roof line. Must be finished and painted to follow body paint scheme. Sensors, transducers, vents, wiring, hoses, etc. prohibited inside hood scoop. Nitrous-assisted entries must utilize either a hood scoop or cowl hood to completely cover carburetors. Throttle bodies only may be exposed on fuel-injected nitrous-assisted entries. Supercharger style injector scoops are not permitted on nitrous-assisted entries.

SECTION 6: E3 SPRK PLUGS NHRA PRO MOD DRAG RACING SERIES PRESENTED BY J&A SERVICE, DRIVER:10, CREDENTIALS (Page 10) (1/29/2019)
Valid NHRA competition license mandatory. All competitors at NHRA Mello Yello national events must be a minimum of 18 years of age. See General Regulations 10:4.

SECTION 8: SUPER STREET, DRIVER:10, CREDENTIALS (Page 6) (1/29/2019)
Valid state-or government-issued driver’s license beyond a learner’s-permit level mandatory for cars running 10.00 (*6.40) or slower. All competitors at NHRA Mello Yello national events must be a minimum of 18 years of age. See General Regulations 10:4.

SECTION 8: SUPER GAS, DRIVER:10, CREDENTIALS (Page 2) (1/29/2019)
Valid NHRA competition license mandatory. All competitors at NHRA Mello Yello national events must be a minimum of 18 years of age. See General Regulations 10:4.
SECTION 11A: SUPER STOCK STOCK CARS, ENGINE:1, CYLINDER HEAD
(Page 3) (1/29/2019)

Must be correct casting number for year and horsepower claimed, per NHRA Technical Bulletins or NHRA accepted. Porting, polishing, welding, epoxying and acid-porting prohibited. Combustion-chamber modifications prohibited. Cylinder heads are additionally restricted in that they must retain original-size valves at original angles +/- 1 degree and must be able to hold original cylinder-head volume per NHRA Specifications. Runner volumes may not exceed the current Super Stock cylinder-head volumes as listed on www.NHRARacer.com. Regardless of the poured volume measurement, any modifications to intake or exhaust runners prohibited. Any evidence of modifications from the original castings will be grounds for disqualifications as determined by NHRA in NHRA’s sole and absolute discretion. Any aftermarket steel valve permitted, must retain stock head and stem diameters. Only engines OEM-equipped with sodium-filled valves may use sodium-filled replacement valves. Titanium prohibited. Hardened keepers permitted. Lash caps prohibited. Valve-diameter tolerance: +/- .005-inch or -.015-inch from NHRA Specs. The following are prohibited: spark-plug adapters; any grinding in ports or combustion chambers; removal of any flashings; sandblasting or any other modification to cylinder head; any film coating of intake and exhaust runners; any film coating of combustion chamber. Runners and combustion chamber must retain OEM appearance. Final acceptance as determined by NHRA in NHRA’s sole and absolute discretion. External modifications prohibited. Intake side of head may not be cut into any part of valve cover bolt holes. Valve-cover bolt holes must remain unaltered and in their original location. Intake manifold bolt holes must remain unaltered in their original location. Heat riser passage may be blocked from intake manifold side of cylinder head. Blocking passage down in valve pocket prohibited. The following are permitted: polylocks, jam nuts, screw-in larger-diameter rocker studs or pinned studs, bronze-wall valve guides, cylinder head studs. Valve spring umbrellas optional. Cylinder head may have all of the seats replaced. Any valve job permitted, O-ringging prohibited. Exhaust plates prohibited.

SECTION 11A: STOCK CARS, ENGINE:1, ENGINE (Page 4) (11/30/2018)

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 AA/S through G/S and AAA/SA AA/SA through G/SA and all FS classes. See General Regulations 1:2.

SECTION 11A: STOCK CARS, DRIVER:10, CREDENTIALS (Page 12) (1/29/2019)
Valid NHRA competition license mandatory for cars running 9.99 (*6.39) or quicker. Valid state- or government-issued driver’s license beyond a learner’s-permit level mandatory for cars running 10.00 (*6.40) or slower. All competitors at NHRA Mello Yello national events must be a minimum of 18 years of age. See General Regulations 10:4.

SECTION 12A: SUPER STOCK STOCK CARS, ENGINE:1, CYLINDER HEAD (Page 2) (1/29/2019)
Must be correct casting number for year and horsepower claimed, per NHRA Technical Bulletins or NHRA-accepted. Cylinder-head casting must also be on NHRA runner volume list as published on NHRAracer.com. Porting, polishing, welding, epoxying, and acid-porting permitted. Grinding and polishing in combustion chamber permitted. Welding and/or applying epoxy in combustion chamber prohibited. Spark-plug hole must maintain the stock location, size, and angle as machined by the OEM; spark-plug adapters prohibited. Valve-guide centerlines must maintain the stock lateral and front-to-back location as machined by the OEM. Valves must maintain stock angle; valve- stem angle must remain stock, +/- 1 degree. Cylinder head must be able to hold combustion chamber, intake and exhaust runner volumes per NHRA Specifications. Any aftermarket steel valve permitted; must maintain stock head and stem size; titanium valves prohibited. (OEM sodium-filled valve may be replaced with titanium, provided weight is equal to or greater than original.) Valve diameter permitted to be +.005-inch or -.015-inch from published NHRA Technical Bulletins. External modifications prohibited, intake side of head may not be cut into any part of valve-cover bolt holes (except for SS/AH). Valve-cover bolt holes must remain unaltered and in their original location. **Intake manifold bolt holes must remain unaltered in their original location (except SS/AH).** Welding or epoxying permitted on external portion of runners for repair only, maximum 2 runners per head. Heat riser passages may be blocked off from intake-manifold side of cylinder head or in exhaust port. The following are permitted: cylinder head studs, polylocks, jam nuts, screw-in or pinned studs. Any valve job accepted. Exhaust plate permitted between header and cylinder head, maximum 1/2-inch; may not protrude into exhaust port. Cylinder head may have all seats replaced.

SECTION 12B: SUPER STOCK/GT, DESIGNATIONS (Page 11) (11/30/2018)
**DESIGNATIONS**

**DESIGNATIONS (FOR 2019 SEASON)**


**SECTION 13: COMP, DRIVER:10, CREDENTIALS (Page 4) (1/29/2019)**

Valid NHRA competition license mandatory. All competitors at NHRA Mello Yello national events must be a minimum of 18 years of age. See General Regulations 10:4.

**SECTION 13I: SS/AH (HEMI CARS), DESIGNATION (Page 1) (3/7/2019)**

**DESIGNATION**

AH/SM (Hemi cars: SS/AH)

All rules for SS/AH will apply and competitors will be required to utilize the Sunoco spec fuel for Competition Eliminator. In addition, competitors will be need to acquire a Competition Eliminator license.

**SECTION 13J: FSS/SM (FACTORY STOCK SHOWDOWN CARS) DESIGNATION (Page 1) (3/7/2019)**

**DESIGNATION**

FS/SM (Factory Stock Showdown Cars: FSS)

All rules for FSS will apply and competitors will be required to utilize the Sunoco spec fuel for Competition Eliminator. In addition, competitors will be need to acquire a Competition Eliminator license.
SECTION 14: TOP ALCOHOL DRAGSTER, DRIVER: 10, CREDENTIALS
(Page 11) (1/29/2019)
Valid NHRA competition license mandatory. All competitors at NHRA Mello Yello
national events must be a minimum of 18 years of age. See General Regulations
10:4.

SECTION 16: PRO STOCK MOTORCYCLE, DESIGNATION (Page 1)
(3/20/2019)
DESIGNATION
PRO, preceded by motorcycle number.

Reserved for 1998 or later production stock-appearing, gas-burning,
naturally aspirated motorcycles. Minimum weight at conclusion of run, including
rider:

Harley-Davidson (must be NHRA-accepted)
(up to 160 cid; 60-degree angle, 2-valve, pushrod) - 625 640 pounds

Victory (must be NHRA-accepted)
(up to 160 cid; 60-degree angle, 2-valve, pushrod) - 625 640 pounds

American pushrod V-Twin (must be NHRA-accepted)
(up to 160 cid; 60-degree angle, 2-valve, pushrod) - 625 640 pounds

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

Suzuki (must be NHRA-accepted)
(up to 107 cid, 2-valve) - 590 pounds

Suzuki (must be NHRA-accepted)
(up to 113 cid, 2-valve) - 600 pounds

NHRA reserves the right to adjust weights as performance dictates.

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

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

Any competitor who causes an oildown while participating at an NHRA Mello
Yello event will be subject to fines and penalties as outlined in Section 2 -
Oildown Penalties.
SECTION 18: FUNNY CAR, ENGINE:1, ENGINE (Page 2) (6/11/2019)

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, KMS Bucket 001, or DJ Safety part number 750500.wet mandatory. Carbon fiber/composite oil pan prohibited.

SECTION 18: FUNNY CAR, ENGINE:1, INTAKE MANIFOLD (Page 3) (4/22/2019)

Accepted setback manifolds: AJPE Stage III 25A-103 or 25A-110, JFR FAM1174 and TBS-500. All other setback manifolds prohibited. Non-setback manifolds permitted if approved by NHRA. Manifold studs must be manufactured per NHRA specifications. Refer to NHRA Racer.com for minimum requirements. If using the TBS-500 a tether is required connecting the two halves of the manifold. Refer to NHRA Racer.com for minimum requirements. A current list of NHRA-accepted manifold restraints is available on NHRA Racer.com. Manifold burst panel(s) meeting SFI Spec 23.1 mandatory. Any active burst panel(s) must be covered with a safety shutoff tether. Minimum of 2 separate hold down or tether anchor points must be used to attach or contain tether over each burst panel. Tether must be installed to minimize the distance between the face of the burst panel and the tether cable/connector. A minimum of 1 tether connection must be installed over the face of each burst panel. Tape can be used over the tether connection to prevent accidental separation if kept to a minimum. 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 burst panel per opening allowed. permitted unless running the AJPE Stage III 25A-103 or 25A-110, a maximum of When using AJPE Stage III
2019 NHRA RULE AMENDMENTS

25A-103 manifold, one or both of the 10.75-inch round openings may utilize double panels or be blocked off. Only one round openings may be blocked off when using AJPE Stage 25A-110. See General Regulations 1:10.

SECTION 18: FUNNY CAR, BRAKES AND SUSPENSION:3, SUSPENSION (Page 6) (11/30/2018)
Front and rear suspension prohibited. Steel or aluminum front-spindle assembly mandatory, minimum 4130 steel. Aluminum front spindle housing mandatory. All other materials prohibited. Plating of front suspension components prohibited. See General Regulations 3:4.

SECTION 18: FUNNY CAR, FRAME:4, ROLL-CAGE PADDING (Page 8) (11/30/2018)
Roll-cage padding meeting SFI Spec 45.2 mandatory anywhere driver’s helmet may come in contact with roll-cage components during tire shake or an accident. 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 NHRARacer.com for an example of roll-cage and steering column padding. All roll-cage and steering column padding must be securely attached and be covered with flame-retardant material. All roll-cage and steering column padding must be accepted by NHRA officials.

SECTION 18: FUNNY CAR, INTERIOR:6, SEAT (Page 9) (11/30/2018)
Seats must be foamed with energy-absorbing material and formed to the driver 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. Driver seat bucket must be aluminum, steel, or carbon fiber, magnesium prohibited. Driver seat bucket must be made of aluminum or steel. Magnesium and carbon fiber driver seat buckets are prohibited.

SECTION 19: TOP FUEL DRAGSTER, ENGINE:1, INTAKE MANIFOLD (Page 4) (4/22/2019)
Accepted setback manifolds: AJPE Stage III 25A-103 or 25A-110, JFR FAM1174 and TBS-500. All other setback manifolds prohibited. Non-setback manifolds permitted if approved by NHRA. Manifold studs must be manufactured per NHRA specifications. Refer to NHRARacer.com for minimum requirements. If using the TBS-500 a tether is required connecting the two halves of the manifold. Front manifold restraint meeting SFI 14.5 mandatory on JFR FAM1174 intake manifolds. A current list of NHRA-accepted manifold restraints is available on NHRARacer.com. Manifold burst panel(s) meeting SFI Spec 23.1 mandatory. Any active burst panel(s) must be covered with a safety shutoff tether. Minimum of 2 separate hold down or tether anchor points must be used to attach or contain tether over each burst panel. Tether must be installed to minimize the distance between the face of the burst panel and the tether cable/connector. A minimum of 1 tether connection must be installed over the face of each burst
panel. Tape can be used over the tether connection to prevent accidental separation if kept to a minimum. 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 burst panel per opening allowed. permitted unless running the AJPE Stage III 25A-103 or 25A-110, a maximum of When using AJPE Stage III 25A-103 manifold, one or both of the 10.75-inch round openings may utilize double panels or be blocked off. Only one opening may be blocked off when using AJPE Stage 25A-110. See General Regulations 1:10.

SECTION 19: TOP FUEL DRAGSTER, DRIVER:9, PROTECTIVE CLOTHING (Page 14) (1/29/2019)

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.


“D” bar installation for full-bodied cars: For front-wheel-drive cars, with complete OEM floor (from the firewall to the rear of the trunk) and rocker/sill boxes, the 1 1/4-inch x .058-inch CM (.118-inch MS) “D” bars (when required; i.e., when the main hoop is not welded to the frame) may must be welded to a 1 5/8-inch x .083-inch CM (.118-inch MS) crossmember welded to the rocker/sill box via conventional 6-inch x 6-inch x 1/8-inch-thick plates or welded to main hoop. For rear-wheel-drive cars, with neither a frame nor subframe connectors, but with complete OEM floor (from the firewall to the rear of the trunk; exception: the rear inner wheelwells may be tubbed with steel or aluminum), the 1 1/4-inch x .058-inch CM (or .118-inch MS) “D” bars may be welded to conventional 6-inch x 6-inch x 1/8-inch formfitted/contoured plates attached to the driveshaft tunnel. Otherwise, the “D” bars must be attached to frame, subframe, or subframe connectors.
SECTION 21: GENERAL REGULATIONS, TIRES AND WHEELS: 5 5:2
WHEELS (Page 21) (4/24/2019)

Hubcaps must be removed for inspectors, who will check for loose lugs, cracked wheels, worn or oversized lug holes, and condition of spindles, axle nuts, cotter pins, etc. Snap-on hubcaps are prohibited on any class car. The use of “spinner” style wheels or any wheel design that incorporates movable pieces while vehicle is in motion or stationary are prohibited.

Each car in competition must be equipped with automotive-type wheels with a minimum 12 inches of diameter unless Class Requirements stipulate otherwise. Motorcycle wheels or lightweight automotive wire wheels must be equipped with .100- inch minimum diameter steel spokes, properly cross-laced to provide maximum strength. All spoke holes in rim and hub must be laced. Omissions to lighten wheels prohibited. The thread engagement on all wheel studs to the lug nut, or lug bolts to wheel hubs, must be equivalent to or greater than the diameter of the stud/bolt. Length of the stud/bolt does not determine permissibility. (Example: A 7/16-inch stud must be thoroughly engaged through the threads in the hex portion of the lug a minimum of 7/16-inch.)

Wheel spacer permitted. Spacer to be either hub-centric or lug-centric and must fit with minimal clearance to retain concentricity. The wheel spacer must not reduce the minimum permitted thread engagement below the limits established by fastener diameter. (See example as stated above.) No stacking of wheel spacers allowed. Maximum rim width on any car: 16 inches. No rear wheel discs or covers permitted in any category. Top Fuel and Funny Car rear wheels must meet SFI Spec 15.4. Pro Stock, Top Alcohol Dragster, Top Alcohol Funny Car, and Pro Modified (Comp) must meet a minimum of SFI Spec 15.1.

In Pro Modified, Pro Stock, Funny Car and Top Fuel Dragster, effective April 24, 2019:

(a) any rear wheels originally certified as meeting SFI Spec 15.1 must bear a wheel conformance label indicating compliance with SFI Specification 15.1 properly affixed to each wheel per the specification;
(b) any rear wheels originally certified as meeting SFI Spec 15.3 must bear a wheel conformance label indicating compliance with SFI Specification 15.3 properly affixed to each wheel per the specification (including re-certification if applicable); and
(c) any rear wheels originally certified as meeting SFI Spec 15.4 must bear a wheel conformance label indicating compliance with SFI Specification 15.4 properly affixed to each wheel per the specification (including re-certification if applicable).

In all other categories, effective January 1, 2020:
(a) any rear wheels originally certified as meeting SFI Spec 15.1 must bear a wheel conformance label indicating compliance with SFI Specification 15.1 properly affixed to each wheel per the specification;
(b) any rear wheels originally certified as meeting SFI Spec 15.3 must bear a wheel conformance label indicating compliance with SFI Specification 15.3 properly affixed to each wheel per the specification (including re-certification if applicable); and
(c) any rear wheels originally certified as meeting SFI Spec 15.4 must bear a wheel conformance label indicating compliance with SFI Specification 15.4 properly affixed to each wheel per the specification (including re-certification if applicable).


Images from any camera permitted under this section are permitted to be used for competition/analytical purposes only. One camera permitted unless NHRA permission is granted for additional cameras. May not be intentionally directed at the racer in the other lane without NHRA permission. Video may not be transmitted in any means or manner without NHRA permission, which permission, if granted, may be revoked at any time. Incident video may not be transmitted under any circumstances. No video monitors permitted in or on the car. Video may not be used in any way to determine track position in real time. Must be securely attached to the vehicle with appropriate fasteners. May not be attached with suction cups, wire ties, hose clamps etc. For any camera mounted external to any vehicle, all mounting brackets, associated fasteners, hardware, etc. from the camera to the vehicle attachment point must be metal, no plastic or nonmetallic components permitted. For all vehicles, attachment to the driver, the driver’s helmet, or the steering wheel/handle bare prohibited.

Images from any camera permitted under this section are permitted to be used (1) for competition/analytical purposes, and (2) for social media only as permitted in Section 1, 1.9.1 Pilot Team Social Media Rules. Unless otherwise permitted in writing by NHRA, each vehicle/driver is permitted only one camera at the starting line, and one camera in/on the vehicle. Camera glasses that have been approved by NHRA Tech Department may be used as the in-vehicle camera. All aspects of in/on-vehicle cameras are subject to the approval of the NHRA Tech Department which approval will be granted or denied in NHRA’s discretion. Use of unapproved cameras-mounting subjects the racer/team to all available penalties. Intentionally directing any competition camera at the racer or vehicle in the other lane is prohibited. Except as permitted by the then-current social media rules, images or audio/video from a competition camera are not permitted to be transmitted in any means or manner. Incident video may never be transmitted under any circumstances. No video monitors permitted in or on any vehicle. Cameras/video may not be used in any way to determine track position in real time. In/on-car competition cameras must be securely attached to the vehicle with appropriate fasteners (except for camera glasses). Suction cups, wire ties, hose clamps and the like are not acceptable methods of attachment. If
any camera is approved to be mounted externally on any vehicle, all mounting brackets, associated fasteners, hardware, etc. from the camera to the vehicle attachment point must be metal, and no plastic or nonmetallic components are permitted. Attachment of any camera to the driver, the driver’s helmet, or the steering wheel/handle bars is prohibited (includes Google Glass or any similar or future image or data-capturing technology). Additionally, no camera may be mounted anywhere above the shoulder hoop outside of a “funny car” style or “dragster” style cage, or anywhere the driver can come in contact with it during an accident. Mounting of a camera inside a “funny car” style or “dragster” style cage is prohibited. All on-car cameras must be approved by an NHRA Technical Inspector prior to use.


All non-professional competitors at NHRA Mello Yello national events must be a minimum of 18 years of age. All professional competitors at NHRA Mello Yello national events must be a minimum of 18 years of age. A 17-year-old may apply for a Professional-category license and national event entry if all the following criteria are met: 1) applicant’s 18th birthday falls during the regular NHRA national event schedule; 2) applicant was an active participant in another NHRA license category (9.99 E.T. or quicker) the previous year; 3) applicant holds a valid NHRA competition license (9.99 E.T. or quicker).

SECTION 22: CHARTS AND FORMULAS, SFI SPECIFICATIONS (Page 2) (3/7/2019)

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