

— SECTION 12 —

GENERAL REGULATIONS

Throughout this Rulebook, a number of references are made for particular products to meet certain specifications (i.e., SFI Specs, Snell, DOT, etc.). It is important to realize that these products are manufactured to meet certain specifications, and upon completion, the manufacturer labels the product as meeting that spec.

Therefore, except as outlined under SFI requirements, any change to the product voids that certification; under no circumstances may any certified product be modified, altered, or in any way vary from the “as manufactured” condition. Such a practice is in violation of the SFI, Snell, DOT, etc. program, and in so doing voids such certification and will not be accepted by NHRA.


1:Engine

1:1 COOLING SYSTEM

All cooling systems/radiators must be installed in the stock location for body style used. Cooling system must include an overflow; minimum capacity 1 pint. Overflow tank/container must be securely attached; no tie wraps, duct tape, etc.

1:2 ENGINE

Classes limited to automotive engines. Engine must be mounted to frame by a minimum of two 3/8-inch-diameter Grade 5 bolts. Valve-train must incorporate conventional automotive coil spring design; pneumatic-type valvetrains are prohibited in all classes. All cars running 10.99 seconds or quicker, harmonic balancer meeting SFI Spec 18.1 mandatory. All cars with pressed-on front harmonic balancers must have such installed to protect accidental loss (i.e., drilled and bolted).

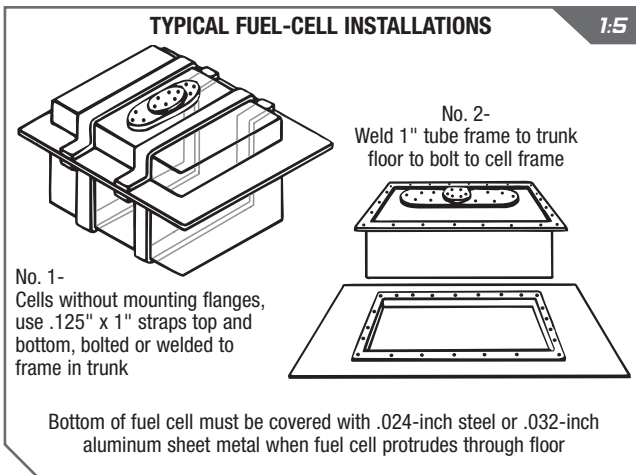
1:3 EXHAUST

All cars must be equipped with exhaust collectors, headers, or stacks installed to direct exhaust out of car body to rear of car, away from driver and fuel tank. Flexible tubing, or “flex pipe,” prohibited in all categories. All Street Stock, Sport FWD, Sport RWD and E.T. Bracket cars must be equipped with functioning mufflers and may be required to meet maximum decibel limits at certain facilities. If mufflers are used, they must be securely attached to exhaust system and car body or frame.

Part of NHRA’s mission is to preserve the right to race. In many communities, the right to race is contingent upon reducing noise and complying with local noise and muffler laws, ordinances, regulations, or agreements. Therefore, all competitors must comply with any muffler rules applicable to his or her class in the Rulebook and must comply with any noise-reduction requirements (including mufflers) mandated by any member track at which he or she races. Member tracks have the authority to impose muffler rules and noise regulations beyond those required by the NHRA Rulebook.

1:4 FLASH SHIELDS

Carburetor/injector inlet must not be openly exposed. In lieu of hood, carburetors/injectors must be equipped with a flash shield or velocity stacks that cover the top, back, and sides, preventing fuel from being siphoned into the airstream or blown into driver’s face. Additionally, any car that is driven, not towed, through the pits with open stack(s) not protected by hood or scoop must have screening installed on open stack(s) to prevent items from entering stack.



1:5 FUEL SYSTEMS

Location: All fuel tanks, lines, pumps, valves, etc. must be outside of the driver's compartment and within the confines of the frame and/or steel body. Cool cans, fuel-distribution blocks, etc. must be located at least 6 inches forward of the flywheel/bellhousing area on rear-wheel-drive (RWD) cars, and on opposite side of flywheel/bellhousing area on front-wheel-drive (FWD) cars. Fuel-pressure-gauge isolators, with steel-braided line, may be mounted on firewall.

Tanks: When permitted by class regulations, fuel tanks located outside body and/or frame must be enclosed in a steel tube frame constructed of minimum 1 1/4-inch O.D. x .065-inch chrome moly or .118-inch mild-steel tubing. All fuel tanks must be isolated from the driver's compartment by a firewall, completely sealed to prevent any fuel from entering the driver's compartment. All fuel tanks must have a pressure cap and be vented outside of car body. A positive-locking screw-on fuel-tank cap is mandatory on all cars. Insulated fuel tanks prohibited. When used, fuel cells must have a metal box protecting the part of the fuel cell that is outside of body lines or trunk floor, excluding hose-connection area in rear. Non-metallic fuel cells or tanks must be grounded to frame.

Lines: All non-OEM fuel lines (including gauge and/or data-recorder lines) must be metallic, steel-braided or NHRA-accepted "woven or woven-pushlock." A maximum of 12 inches total (front to rear) of non-metallic or non-steel-braided hose is permitted for connection purposes only; individual injector-nozzle fuel lines are excluded. Fuel lines (except steel-braided lines) in the flywheel/bellhousing area must be enclosed in a 16-inch length of steel tubing, 1/8-inch-minimum wall thickness, securely mounted as a protection against fuel-line rupture. Fuel lines may not be routed in the driveshaft tunnel. NHRA-accepted woven or woven-pushlock fuel lines: Aeroquip FC300, FC332; Aeroquip Star Lite 200; AQP Socketless; Dayco Imperial Nylo-seal tubing; Earl's Prolite; Fragola Performance System Series 8000 Push-Lite Race Hose; Gates LOL Plus; Goodridge 526; Goodridge 710; Russell Twist-Loc 836 and XRP HS-79. Contact NHRA for updates.

Pumps/Valves: Cars with non-OEM-type mechanical fuel pumps must have a quick-action fuel-shutoff valve within easy reach of driver and be located in the main fuel line between the fuel tank

and the carburetor and/or injectors. Fuel-recirculation systems not part of normal fuel/pump system prohibited.

Fuel/Air: Any method of artificially cooling or heating fuel prohibited, except for cool cans. Wet towels, rags, ice, etc. must be removed before vehicle leaves staging area. Intercoolers may be cooled with nitrous oxide or freon. Liquid intercooler tanks limited to maximum 3-gallon capacity, may use water/ice ONLY. If located in driver compartment, must be securely mounted to frame or frame structure.

Alternative Fuels: Containers for alternative fuels must be permanently labeled by the manufacturer as suitable for CNG or propane. Tank must be vented outside of body. Alternative fuel systems must incorporate pressure-relief valve meeting standards listed in NFPA 52. Alternative fuel systems must incorporate a manual shutoff valve according to standards listed in NFPA 52 for CNG vehicular systems. All hoses/lines used for alternative fuels must be permanently and distinctively marked by the manufacturer as to manufacturer name or trademark, service identifier, and design pressure. Plastic, cast-iron, galvanized, copper, or aluminum pipe or hoses prohibited.

1:6 RACING GASOLINE

Racing gasoline is defined for purposes of this Rulebook as a mixture of hydrocarbons only. Non-hydrocarbons that do not increase the specific energy of the gasoline are allowed to the extent that they do not exceed 0.15 percent by volume and are blended in the gasoline by the refiner or fuel manufacturer. Racing gasoline is a good electrical insulator, or dielectric, and its relative effectiveness as an insulator is represented by its Dielectric Constant. The average D.C. for the hydrocarbons that make up gasoline is 2.025. This is defined as a reading of "0" with the NHRA Fuel Check meter. Racing gasoline is tested and certified at NHRA events by the application of various chemical analyses as considered appropriate by Fuel Check personnel. Racing gasoline in a vehicle may be checked before use in competition.

1:7 LIQUID OVERFLOW

All cars in competition with any type of water overflow capable of spilling water must have a catch can to accumulate the excess liquids and prevent leaking onto the track. Minimum catch-can capacity: 1 pint. Catch can must be securely fastened; i.e., bolted, clamped. Overflow may be routed into headers on cars that are supercharged or burn alcohol.

1:8 METHANOL

Methanol is a clear, colorless liquid with a mild odor at ambient temperatures. Methanol is sold in two U.S. Federal Grades: A and AA. Either grade is permitted for use in NHRA competition, and racers should ensure that the methanol they purchase meets federal standards of purity. The purity standards for each grade are shown in the table on the following page.

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SPECIFICATIONS FOR PURE METHANOL

Property	Grade A	Grade AA
Methanol content, wt percentage, min	99.85	99.85
Acetone and aldehydes, ppm, max	30	30
Acetone, ppm, max	20	
Ethanol, ppm, max	10	
Acid (as acetic acid), ppm, max	30	30
Water content, ppm, max	1500	1000
Specific gravity, 20C	.7928	.7928
Permanganate time, min	30	30
Odor	Characteristic	
Distillation range at 101 kPa (760mm Hg)	Not more than 1°C, including 64.6 +/- 0.1°C at 760mm Hg	
Color, platinum-cobalt scale, mix	5	5
Appearance	clear-colorless	
Residual on evaporation, g/100 mL	.001	.001
Carbonizable impurities; color platinum-cobalt scale, max	30	30

Methanol is tested and certified at NHRA events by the application of various chemical analyses as considered appropriate by Fuel Check personnel. To be considered legal, methanol used in NHRA competition must meet the federal standards of purity. Any deviation from these standards because of impurities (beyond the limits established in the federal specification) in the fuel sample will result in disqualification. Since methanol is a hygroscopic substance, it readily absorbs moisture from the air, which rapidly renders methanol illegal as a fuel for use in NHRA competition. Racers are cautioned to keep methanol containers tightly capped at all times to minimize the absorption of water. Racers are encouraged to have Fuel Check personnel check samples of their methanol any time there may be doubt as to its purity.

1:9 NITROUS OXIDE

Nitrous oxide permitted in all classes except BFGoodrich Tires Street Stock and All Motor. The use of any agents other than nitrous oxide as part of, or mixed with, this pressurized fuel system is strictly prohibited. All bottles must be securely mounted, stamped with minimum DOT-1800-pound rating, and identified as nitrous oxide. Nitrous oxide bottle(s) located in driver compartment must be equipped with a relief valve and vented outside of compartment. System must be commercially available and installed per manufacturer's recommendations. Commercially available, thermostatically controlled blanket-type warmer accepted. Any other external heating of bottle(s) prohibited.

1:10 OIL SYSTEM

Accu-sump, dry-sump tanks, oil filters, oil supply lines, etc. prohibited in driver compartment and outside of frame and/or steel body/fenders. Oil-pressure gauge and line permitted in driver compartment, metal or steel-braided line mandatory, maximum 3/16-inch inside diameter. Power-enhancing additives prohibited.

1:11 PROPYLENE OXIDE

The use of propylene oxide is prohibited in all categories.

1:12 SUPERCHARGER

Permitted in all categories except BFGoodrich Tires Street Stock and All Motor. Screw-type supercharger prohibited.

1:13 SUPERCHARGER RESTRAINT DEVICE

Supercharger restraint system meeting SFI Specs mandatory per class requirements. All supercharged cars using Roots-type supercharger, running 9.99 or quicker, must use restraint meeting SFI 14.1. Restraint system must be updated at two-year intervals from date of manufacture. See Class Requirements.

1:14 THROTTLE

Regardless of class, each car must have a foot throttle incorporating a positive-acting return spring attached directly to the throttle body/carburetor/injector throttle arm. A positive stop or override prevention must be used to keep linkage from passing over center and sticking in an open position. In addition to return springs, some means of manually returning the throttle to a closed position by use of the foot must be installed on all altered linkage systems except hydraulically or cable-operated systems. Per class requirements, throttle control must be manually operated by driver's foot; electronics, pneumatics, hydraulics, or any other device may in no way affect the initial throttle operation. Cable throttle systems permitted. NHRA-accepted hand controls for the physically challenged permitted. Choke cables and brazed or welded fittings on steel cable prohibited. No part of throttle linkage may extend below framerails.

1:15 VENT TUBES, BREATHERS

Permitted on all cars. Where used, the tubes must terminate into an acceptable, permanently attached catch tank with a minimum capacity of 1 gallon. The catch tank must be baffled to keep overflow off track. Breather/vent tubes must be mechanically secured (tie wraps prohibited) to the fittings and the fittings locked at both ends. NHRA will monitor downtime associated with oil cleanup, and may institute mandatory breather systems on all nitrous-injected and/or boosted engines.

2: Drivetrain**2:1 ANTI-BLOWBACK DEVICE**

If mandated by class requirements, a brace or device must be installed that will prevent the bellhousing or adapter shield from being blown rearward in the event of flywheel and/or clutch explosion. Material required is 4130 chrome moly; minimum size is .875-inch O.D. x .083-inch wall tubing with 3/8-inch fasteners. Ball-lock pins prohibited.

2:2 AXLE-RETENTION DEVICE

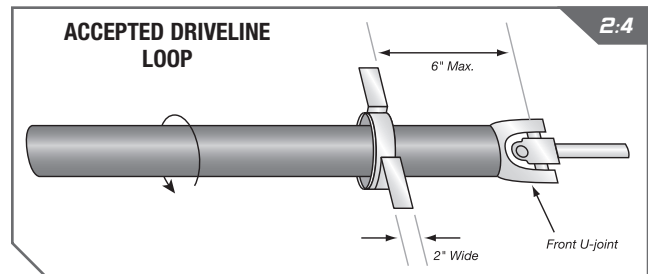
All cars must be equipped with a satisfactory means of drive-axle retention; minimum .120-inch aluminum or .090-inch steel bearing retainer mandatory on RWD cars.

2:3 CLUTCH

All cars utilizing a clutch must operate clutch with a foot pedal. All pedals must be covered with non-skid material. NHRA-accepted hand controls for the physically challenged permitted. Clutch in cars running 11.99 or quicker must be labeled as meeting SFI Spec 1.1, 1.2, or 1.4.

2:4 DRIVELINE

In place of a crossmember, in the vicinity of the front universal joint, all RWD cars running 13.99 or quicker with slicks and 11.49 or quicker with street tires must have a retainer loop 360 degrees



of enclosure, 1/4-inch minimum thickness and 2 inches wide, or 7/8-inch x .065-inch welded steel tubing, securely mounted and located within 6 inches of the front universal joint for support of the driveshaft in event of U-joint failure. Open drivelines passing any part of the driver's body must be completely enclosed in 1/8-inch-minimum-thickness steel plate, securely mounted to the frame or frame structure.

2:5 FLYWHEEL

The use of stock-type cast-iron flywheels and/or pressure plates prohibited in any car running 11.99 or quicker. Units meeting SFI Spec 1.1, 1.2, 1.3, or 1.4 mandatory in all cars running 11.99 or quicker.

2:6 FLYWHEEL SHIELD & MOTOR PLATE: GENERAL

Absolutely no modifications to as-manufactured design are permitted on SFI Spec 6.1, 6.2, 6.3, or 9.1 flywheel shields and/or liners. All titanium bellhousings must be reinspected and recertified yearly. SFI 6.2 or 6.3 steel bellhousings must be reinspected and recertified every two years (or as specified by the manufacturer). SFI 6.1 or 9.1 steel bellhousings must be reinspected and recertified every five years (or as specified by the manufacturer). Where SFI Spec bellhousings are mandatory, all applicable liners, large mounting fasteners, motor plates, etc., as required by SFI Specs or the manufacturer, must be properly installed.

Where an SFI 6.1, 6.2, 6.3, or 9.1 bellhousing is mandatory, a full, one-piece motor plate is also mandatory at the rear of the engine block. The motor plate must be constructed of 6061-T6, 7075-T6 or 2024-T3 wrought heat-treated aluminum-alloy plate, minimum 1/8-inch thick for 6.1 or 9.1 applications, minimum 3/16-inch thick for 6.3 applications. In addition to the fastener requirements noted below, the SFI 6.3 flywheel shield must be fastened to the motor plate with four 1/2-inch-diameter Grade 5 shoulder bolts or high-strength steel (or titanium) fasteners and nuts, one in each quadrant.

The flywheel shield must be fastened to the engine and motor plate with a full complement (all available engine bolt holes or as specified by the manufacturer) of Grade 8 bolts or high-strength studs. The use of Allen bolts to fasten the shield to engine or motor plate or to fasten covers etc. is prohibited. All bolts (not studs or nuts) used for flywheel-shield mounting, covers etc. must be identifiable as to grade; all nuts and bolts associated with flywheel-shield mounting, covers etc. must be full standard depth, width, etc. (reduced-thickness bolt heads, hollow bolts, half nuts, thin wall nuts etc. prohibited). All covers and fasteners associated with the flywheel shield must be installed prior to starting engine at any time, including warm-ups. Maximum spacing between flange fasteners in the flywheel shield is 7 inches. Chemical milling or any other structure-weakening procedure is prohibited. Welding to repair a flywheel shield is prohibited unless it is performed by the manufacturer and recertified by the manufacturer prior to use.

Cooling holes in the motor plate are limited to a maximum of two 2-inch-diameter holes (outside of the oil-pan area). SFI 6.2 flywheel shields may have one 2-inch-maximum-diameter hole in the bottom of the back face of the shield. The opening in the motor plate for the crankshaft flange may not exceed the crankshaft flange diameter by more than 1 inch.

A minimum .090-inch 4130 steel or titanium liner (or as required by the manufacturer) must be fitted to the flywheel shield that is the width of the round body surface of the shield. It must be welded

together so that it will fit into the body of the flywheel shield and rotate to absorb energy. A 1/4-inch aluminum bolt may be threaded into the body of the flywheel shield to secure the liner(s) from movement during normal use.

2:9 FLYWHEEL SHIELD: PRO RWD

As described in Section 2:6, any modifications or alterations to the bellhousing by anyone other than the original manufacturer are prohibited. Bellhousing must be recertified by the original manufacturer following modification. Clutch adjustment slots, maintenance holes and covers, etc. must be installed by the original manufacturer.

See Section 2:6 for motor plate and general requirements. The flywheel shield must be fastened to the engine and motor plate with a full complement (all available engine bolt holes or as specified by the manufacturer) of minimum 3/8-inch-diameter Grade 8 bolts or high-strength steel studs above the centerline of the crankshaft. The motor plate must be fastened to the flywheel shield with at least eight 3/8-inch-diameter Grade 8 bolts or high-strength steel alloy (or titanium) studs and nuts below the centerline of the crankshaft. An opening in the motor plate for an alternative starter location is permitted, but it may not exceed 2 inches in diameter; when such an opening is present, only one cooling hole is permitted in the motor plate.

2:10 FLYWHEEL SHIELD: OTHER CLASSES

All other RWD cars using a clutch and running 11.99 or quicker must be equipped with an SFI 6.1, 6.2, 6.3, or 9.1 flywheel shield. See Section 2:6 for motor plate and general requirements. There shall be a minimum of seven 3/8-inch-diameter Grade 8 bolts or high-strength steel studs in the top half of the bellhousing. There shall be a minimum of eight 3/8-inch-diameter Grade 8 bolts or high-strength steel studs in the bottom half of the bellhousing used to fasten the bellhousing to the motor plate. Modifications or repairs to the flywheel shield prohibited except if performed and recertified by manufacturer.

Exceptions to this rule: Cars with Volkswagen and Porsche engines are not required to have a shield when the engines are normally aspirated and gasoline burning. Porsche engines must use a steel-billet flywheel. All other RWD cars running 11.99 or quicker for which an SFI 6.1, 6.2, 6.3, or 9.1 flywheel shield is not commercially available may use an SFI 6.1, 6.2, 6.3, or 9.1 flywheel shield from another application and mount it to a motor plate that is mounted to the engine block at all available bolt holes, or it must be equipped with a flywheel shield made of 1/4-inch-minimum-thickness steel plate, securely mounted to the frame or frame structure and completely surrounding the bellhousing 360 degrees. The flywheel shield shall not be bolted to either the bellhousing or engine. The flywheel shield must extend forward to a point at least 1 inch ahead of the flywheel and 1 inch to the rear of the rotating components of the clutch and pressure plate.

All front-wheel-drive or transverse-mounted applications using a clutch and running 11.99 or quicker, for which an SFI Spec 6.1, 6.2, 6.3, or 9.1 flywheel shield is not commercially available, must be equipped with a flywheel shield made of 1/4-inch-minimum-thickness steel plate. Shield must surround the bellhousing completely except for area of bellhousing adjacent to differential and axle shaft. Shield may be multi-piece, with pieces bolted together using minimum 3/8-inch-diameter Grade 5 or M10 class 8.8 bolts; may be attached to engine and/or bellhousing.

2:11 REAR END

AWD permitted per class requirements.

2:12 TRANSMISSION

All cars and trucks in competition must be equipped with a reverse gear.

2:13 TRANSMISSION, AFTERMARKET PLANETARY

A transmission shield covering transmission and reverse that meets SFI Spec 4.1 is mandatory if engine burns methanol or is supercharged/turbocharged, or on any overdrive unit.

At least three bolts, 3/8-inch minimum, must be used to secure aftermarket planetary transmissions to bellhousing.

2:14 TRANSMISSION, AUTOMATIC

Any non-OEM floor-mounted automatic-transmission shifter must be equipped with a spring-loaded positive reverse lockout device to prevent the shifter from accidentally being put into reverse gear. Functional neutral safety switch mandatory. All transmission lines must be metallic or high-pressure-type hose. All vehicles running quicker than 10.99 seconds or faster than 135 mph and using an automatic transmission must be equipped with a transmission shield meeting SFI Spec 4.1 and labeled accordingly. (Blanket-type shield, appropriately labeled as meeting SFI Spec 4.1, permitted.) All non-blanket-type shields must incorporate two (or one, per manufacturer's instructions) 3/4" x 1/8" straps that bolt to the shield on each side and pass under the transmission pan, or transmission pan must be labeled as meeting SFI Spec 4.1. Permitted in all classes where an automatic transmission is used.

All vehicles running quicker than 9.99 seconds or faster than 135 mph and using an automatic transmission must be equipped with a flexplate meeting SFI Spec 29.1 and covered by a flexplate shield meeting SFI Spec 30.1.

3: Brakes & Suspension**3:1 BRAKES**

Brakes on each car, regardless of class, must be in good working order with four-wheel hydraulic brakes as a minimum requirement. FWD cars may use rear brakes as staging brake. Lightening of backing plates, brake drums, and/or brake shoes by cutting or trimming metal prohibited. Cooling or lightening holes may not be drilled in cast-iron disc-brake rotors. Brake lines must be steel, steel-braided, or DOT-approved flexible and routed outside the framerail, or enclosed in a 16-inch length of 1/8-inch-minimum-wall-thickness steel tubing securely mounted where line(s) pass the flywheel bellhousing area and not routed in the driveline tunnel. All brake lines must be attached to chassis as per OEM style; hoses must have mounting brackets; no tie wraps, tape, etc. All brake lines on any rear-engine car must be protected inside of tubing or be of braided-steel construction where they pass the engine. All pedals must be covered with non-skid material. Automated and/or secondary braking systems prohibited. NHRA-accepted hand controls for the physically challenged permitted. Application and release of brakes must be a direct function of the driver; electronics, pneumatics, or any other device may in no way affect or assist brake operation. All line-locs (electric or hydraulic) must be self-returning to normal brake operating mode.

3:2 SHOCK ABSORBERS

Each car in competition must be equipped with one operative shock absorber for each sprung wheel. Shock absorbers may be

either hydraulic or friction type, securely mounted, and in good working order. See Class Requirements.

3:3 STEERING

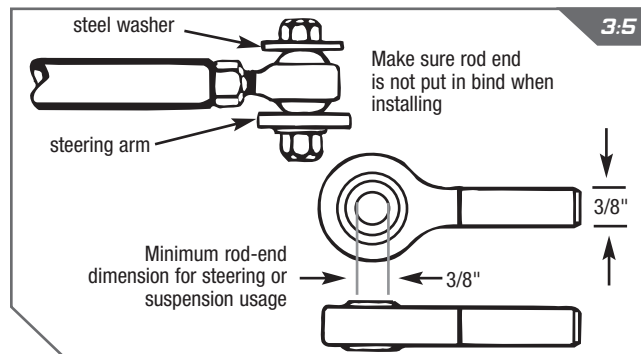
Each car's steering system must be secure and free of defects. All butt-welded parts must have additional visible reinforcement. Only conventional automotive steering systems are permitted; flexible steering shafts prohibited. All rod ends must be a minimum of 3/8-inch shank diameter and must be installed with flat washers to prevent bearing pullout (see illustration 3:5). All steering boxes, sectors, racks, and shafts must be mounted to the frame or suitable crossmember and cannot be mounted in any case to the bellhousing and/or bellhousing adapter shield or motor plate. A secondary steering shaft stop must be installed to prevent long steering shaft from injuring driver in case of frontal impact (i.e., collar or U-joint pinned at crossmember, bracket, etc.). Commercially available quick-disconnect steering wheels permitted. Adapter must be welded to shaft. All fasteners must be of a positive nature; no roll or pressed pins, ball-lock pins, set screws, etc.

3:4 SUSPENSION

All cars must have a full suspension system of the type produced by an automobile manufacturer (i.e., springs, torsion bars, etc.). All rod ends must be installed with flat washers to prevent bearing pullout. Hollow rod ends are prohibited. Three-wheel vehicles are not eligible for competition in any class.

3:5 TRACTION-BAR ROD ENDS

Minimum requirement for rod ends on the front of all ladder-type traction bars is 5/8-inch steel. A rod-end strap to keep ladder bar secured in event of rod-end failure mandatory in all classes. All traction devices that are not attached at front (i.e., slapper bars, etc.) must have a U-bolt or strap to prevent them from coming in contact with track.

**3:6 WHEELIE BARS**

All wheelie bars, regardless of class, must have non-metallic wheels (i.e., rubber, plastic). Wheelie-bar wheels must turn freely at starting line; any preload prohibited. Wheelie bars must be fixed. Hydraulics, pneumatics, electronics, etc. or any adjustment or movement during run prohibited. Using wheelie-bar wheels as "fifth wheel" sensing device prohibited.

4: Frame**4:1 ALIGNMENT**

Each car in competition, regardless of class, must have sufficient positive front-end alignment to ensure proper handling of car at all speeds.

4:2 BALLAST

As permitted in Class Requirements. Any material used for the purpose of adding to a car's total weight must be permanently attached to the car's structure and must not extend in front of or behind the rear of the car's body or above the rear tires. No liquid or loose ballast permitted (i.e., water, sandbags, rocks, shot bags, metal weights, etc.). Discovery of loose ballast will result in disqualification from the event, regardless of whether infraction occurs during qualifying or eliminations. Additional penalties may be imposed at the sole and absolute discretion of NHRA. Weight boxes (2 maximum) made of 1/8-inch material may be constructed to hold small items such as shot bags, lead bars, etc., as long as box and contents do not weigh more than 100 pounds or as outlined in Class Requirements. The box must be securely fastened to the frame or crossmember with at least two 1/2-inch-diameter steel bolts. Any liquid other than engine fuel being used, located behind the front firewall (on a front-engine car), is considered ballast and is prohibited, except for intercooler tanks that contain water and/or ice only. Tank must be SFI Spec 28.1 fuel cell of maximum 3-gallon capacity. Must be securely mounted to frame, frame member, or OEM floorpan. Removable weight must be securely mounted to the frame or frame structure by a minimum of two 1/2-inch-diameter steel bolts per 100 pounds or one 3/8-inch bolt per 5 pounds. Hose clamps, wire, strapping, tape, tie wraps, etc. for securing weight or ballast prohibited. Maximum amount of removable and/or permanent ballast, unless otherwise stated under Class Requirements, is 300 pounds.

4:4 FRAMES

All cars running 9.99 or quicker, or as required by Class Requirements, must have a serialized chassis sticker affixed to frame before participating in any NHRA event. Certifications are available at NHRA POWERade Drag Racing Series national events, NHRA Lucas Oil Drag Racing Series events, NHRA Xplōd Sport Compact Racing Series events, or by making prior arrangements through a division office. Grinding of welds prohibited. All butt welds must have visible reinforcement (i.e., sleeve and rosette welds). Pressurization of framerails, roll bar, or roll cage in lieu of air bottles is prohibited. Visible reinforcement around any hole in any SFI Spec chassis (not just the roll cage) mandatory. Reinforcement must be of at least the same cross-sectional area as the hole, at least .049-inch-thick chrome moly and completely welded around the outside. See also 4:10 ROLL BARS and 4:11 ROLL CAGE.

4:5 GROUND CLEARANCE

Minimum 3 inches from front of car to 12 inches behind centerline of front axle; 2 inches for remainder of car, except oil pan and exhaust headers where permitted. When permitted under Class Requirements, devices used for anti-rotation purposes (i.e., wheelie bars) are exempt from the 2-inch-clearance rule.

4:6 MAGNAFLUX CERTIFICATES

Magnaflux certificates on any altered or welded parts may be required by the technical inspector.

4:7 MOUNTING HARDWARE

Hose clamps and tie wraps may be used only to support hoses and wires; all other components must be welded, bolted, aircraft clamped, etc. All self-locking fastener buttons must be metallic. All self-locking fastener buttons may be painted any color on their face, but must be WHITE or SILVER ONLY under the face. This rule applies to ALL cars in ALL classes.

4:8 PARACHUTES

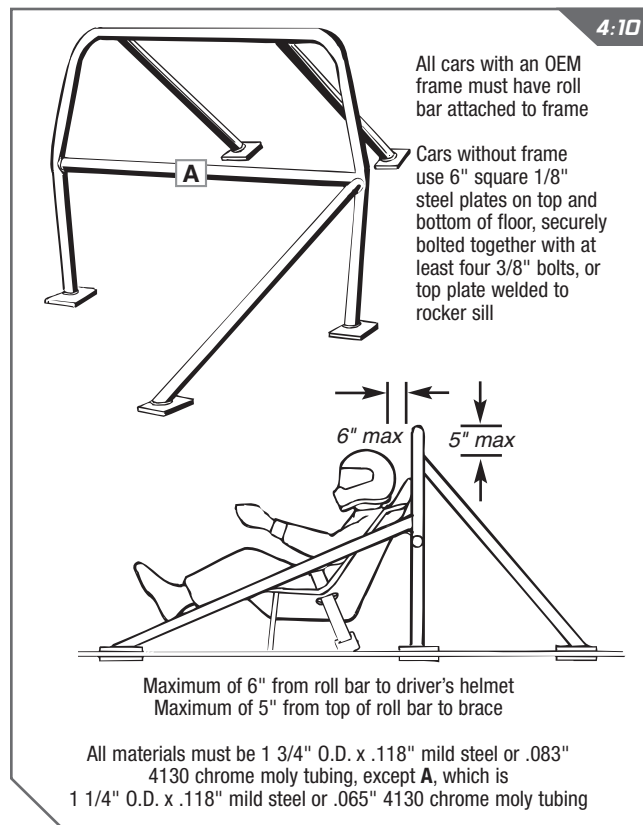
If outlined in Class Requirements, it is mandatory to have a braking parachute produced by a recognized drag racing parachute manufacturer. Tech inspectors may observe the proper operation of the parachute and inspect for worn or frayed shroud lines, ripped or dirty canopies, and worn or ragged pilot chutes. Parachute cable housings should be mounted solidly to frame tube or other suitable member no farther back than 1 inch. The release housing must be attached within 12 inches of the parachute pack and in a manner that will allow the inner cable to release the parachute. Parachutes must have their own independent mounting. The use of ball-lock pins for parachute mounting prohibited. Two parachute applications require separate shroud-line mounting points for each parachute system.

4:9 PINION SUPPORT

All RWD cars using an open driveline must have radius arms, traction bars, or some suitable pinion support to prevent rear-end-housing rotation.

4:10 ROLL BARS

Mandatory in all cars running 11.49 or quicker, or per Class Requirements. All roll bars must be within 6 inches of the rear or side of the driver's head, extend in height at least 3 inches above the driver's helmet with driver in normal driving position, and be at least as wide as the driver's shoulders or within 1 inch of the driver's door. Roll bar must be adequately supported or cross-braced to prevent forward or lateral collapse. Rear braces must be of the same diameter and wall thickness as the roll bar and



intersect with the roll bar at a point not more than 5 inches from the top of the roll bar. Crossbar and rear braces must be welded to main hoop. Sidebar must be included on driver's side and must pass the driver at a point midway between the shoulder and elbow. Swing-out sidebar permitted. All roll bars must have in their construction a cross bar for seat bracing and as the shoulder-harness attachment point; cross bar must be installed no more than 4 inches below, and not above, the driver's shoulders or to side bar. All vehicles with OEM frame (i.e., pickup truck where body bolts to framerails) must have roll bar welded or bolted to frame. Installation of frame connectors on unibody cars does not constitute a frame; therefore, it is not necessary to have the roll bar attached to the frame. Unibody cars with stock floor and firewall (wheeltubs permitted) may attach roll bar with 6-inch x 6-inch x .125-inch steel plates on top and bottom of floor bolted together with at least four 3/8-inch bolts and nuts, or weld main hoop to rocker sill area with .125-inch reinforcing plates, with plates welded completely. All 4130 chrome moly tube welding must be done by approved TIG heliarc process; mild steel welding must be done by approved MIG wire feed or approved TIG heliarc process. Welding must be free of slag and porosity. Any grinding of welds prohibited. See illustration. Roll bar must be padded anywhere driver's helmet may contact it while in driving position. Adequate padding must have minimum 1/4-inch compression or meet SFI Spec 45.1.

4:11 ROLL CAGE

Mandatory in all cars running quicker than 10.99 seconds or faster than 135 mph, or per Class Requirements. Cars with unaltered firewall, floor, and body (from firewall rearward, wheeltubs permitted) running between 10.00 and 10.99, roll bar permitted in place of roll cage, or per Class Requirements.

All cage structures must be designed in an attempt to protect the driver from any angle, 360 degrees. All 4130 chrome moly (CM) tube welding must be done by approved TIG heliarc process; mild steel (MS) tube welding must be done by approved MIG wire feed or TIG heliarc process. Welding must be free of slag and porosity. Any grinding of welds prohibited. Additionally, roll cage must be padded anywhere the driver's helmet may contact it while in the driving position. See illustrations on page 87.

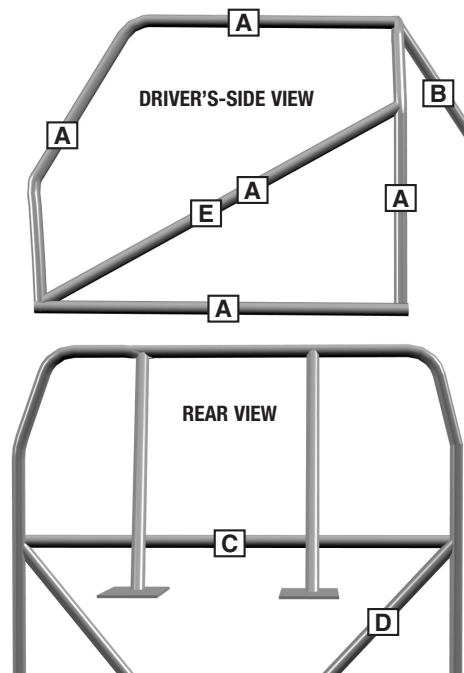
With driver in driving position, helmet must be in front of main hoop. If helmet is behind or under main hoop, additional tubing, same size and thickness as roll cage, must be added to protect driver. Main hoop may be laid back or forward, but driver must be encapsulated within the required roll-cage components. On unibody cars with stock floor and firewall (wheel tubs permitted), the roll cage may be bolted or welded to the floor/rocker box via 6-inch x 6-inch x .125-inch steel plates similar to the roll bar attachment requirements of paragraph 4:10, page 74. Unless attaching to OEM floor or frame, the minimum requirements for a frame member to which a roll-cage member is attached are 1 5/8-inch x .118-inch MS or .083-inch CM round and/or 2-inch x 2-inch x .058 MS or CM rectangular.

All cage structures must have in their construction a cross bar for seat bracing and as the shoulder-harness attachment point; cross bar must be installed no more than 4 inches below, and not above, the driver's shoulders, or to side bar. All required rear braces must be installed at a minimum angle of 30 degrees from vertical and must be welded in. Side bar must pass the driver at a point midway between the shoulder and elbow.

FULL-BODIED CARS

8.50 seconds e.t. and slower

4:11



All cars with an OEM frame must have roll cage welded to frame.

B - If **A**, two bars any length.

If **B1**, two bars, 30" or less; must attach within 5 inches from top of main hoop.

If **B2**, minimum 4 bars. At least 2 bars must attach to horizontal portion of main hoop.

If **B3**, minimum 6 bars. At least 2 bars must attach to horizontal portion of main hoop.

D - 1 1/4" x .058" chrome moly or .118 mild steel mandatory when main hoop welded to plates on floor; must be connected to subframe.

E - May substitute an "X" brace of 1 1/2 by .065-inch 4130 chrome moly or 1 1/2 by .118-inch mild steel.

	Tubing Code		
	O.D.	CM	MS
A	1 5/8	.083	.118
B-1	1 1/2	.058	.118
B-2	1 3/8	.049	.118
B-3	1 1/4	.049	.118
C	1 1/4	.065	.118
D	1 1/4	.058	.118
CM	4130 Chrome Moly		
MS	Mild Steel		

Unless an OEM framerail is located below and outside of driver's legs, a rocker or sill bar, minimum 1 5/8-inch x .083 CM or .118 MS or 2-inch x 2-inch x .058-inch CM or MS rectangular, is mandatory in any car with a modified floor or rocker box within the roll-cage uprights (excluding 6 square feet of transmission maintenance opening). Rocker bar must be installed below and outside of driver's legs and must tie into the main hoop, the forward hoop, frame, frame extension, or side diagonal. Rocker bar may not tie into swing-out side bar support. If rocker bar ties into side diagonal more than 5 inches (edge to edge) from forward roll-cage support or main hoop, a 1 5/8-inch x .083 CM or .118 MS brace/gusset is mandatory between the diagonal and forward roll-cage support or main hoop.

Swing-out side bar permitted on OEM full-bodied car, 8.50 e.t. and slower. The following requirements (a through d) apply:

- 1 5/8-inch O.D. x .083-inch CM or .118-inch MS minimum. Bolts/pins must be 3/8-inch-diameter steel, minimum and in double shear at both ends.
- Male or female clevis(es) permitted. Male clevis must use two minimum 1/8-inch-thick brackets (CM or MS) welded to each roll-cage upright; female must use minimum 1/4-inch-thick bracket (CM or MS) welded to each roll-cage upright. Pins must be within 8 inches of the vertical portion of both the forward and main hoops. A half-cup backing device must be welded to the vertical portion of the main hoop (inward side) or the upper end of the swing-out bar (outward side), minimum .118-inch wall (CM or MS) extending at least 1 5/8 inches past the center of the pins. A clevis assembly using a minimum .350-inch-thick male component and two minimum .175-inch-thick female components may use a 1/2-inch-diameter Grade 5 bolt and does not require a half-cup backing device.
- Sliding sleeves of 1 3/8-inch x .083 CM or .118 MS, with minimum 2-inch engagement, are permitted in lieu of the upper pin/cup.
- All bolt/pin holes in the swing-out bar must have at least one hole diameter of material around the outside of the hole.

On all cars requiring a roll cage, if the OEM firewall has been modified (in excess of 1 square foot for transmission removal, not including bolted-in components), a lower windshield or dash bar of 1 1/4 x .058-inch 4130 chrome moly or 1 1/4 x .118-inch mild steel is mandatory for connecting the forward cage supports.

4:12 WHEELBASE

Minimum 85 inches, unless car has original engine in original location. Maximum wheelbase variation from left to right is 1 inch.

5: Tires & Wheels

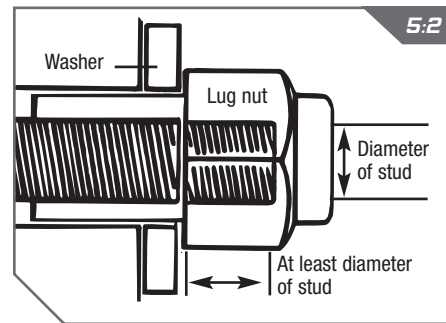
5:1 TIRES

Tires will be visually checked for condition, pressure, etc. and must be considered free of defects by the technical inspector prior to any run. All street tires must have a minimum of 1/16-inch tread depth. Temporary spares, space-saver spares, farm implement, or trailer tires prohibited. Metal, screw-in valve stems mandatory in tubeless tires, front and rear, on cars running 11.99 or quicker.

5:2 WHEELS

Hubcaps must be removed for inspectors, who will check for loose lugs, cracked wheels, worn or oversize 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. The thread engagement on all wheelstuds to the lugnut must be



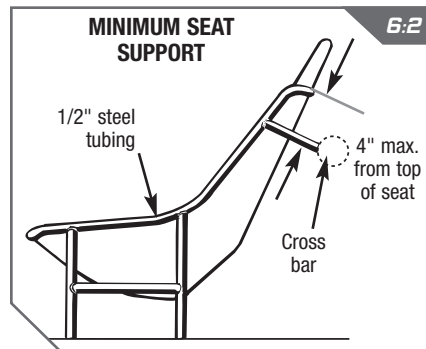
equivalent to or greater than the diameter of the stud. Length of stud does not determine permissibility; length of the engagement between the stud and hex portion of the lug determines permissibility. Maximum rim width on any car: 16 inches. No rear-wheel discs or covers permitted in any category.

6: Interior

6:1 DRIVER COMPARTMENT

All interior panels (firewalls, floors, wheel tubs, doors, etc.) within the compartment must be constructed of materials other than magnesium. Driver compartment must be totally sealed from engine and transmission. All holes in firewall must be sealed with aluminum or steel. Cars with aftermarket planetary transmission only, the following is permitted in lieu of a transmission/driveline tunnel: transmission blanket meeting SFI Spec 4.1 and a full 360-degree driveshaft tube over the yoke, extending a minimum 9 inches from transmission tailshaft. Minimum thickness of tube is .050-inch chrome moly. Two-piece accepted with minimum 6 3/8-inch-diameter Grade 8 bolts. In addition, a belly pan is required, minimum .024-inch steel or .032-inch aluminum, to totally seal driver compartment under transmission area. Openings around all linkages, lines, wires, hoses, etc. must be minimized.

6:2 UPHOLSTERY, SEATS



The driver's seat of any car in competition must be constructed, braced, mounted, and upholstered to provide full back and shoulder support. The driver's seat must be supported on the bottom and back by the frame or crossmember. Except as noted in SFI Specifications, seats must be bolted with four bolts (and

nuts and washers) on the bottom and one bolt in the rear into crossbar; all bolts must go into frame or crossbraces. Ball-lock pins for seat attachment prohibited in all classes. All seats must be upholstered, or as noted under Class or SFI Requirements. Properly braced, framed, supported, and constructed seats of aluminum, fiberglass, carbon fiber, or double-layer poly (accessory seats) permitted. Single-layer fiberglass seats must have steel tube

framework, 1/2-inch minimum O.D., for support. Aftermarket aluminum seats must have reinforced head rest. Magnesium seats prohibited.

6:3 WINDOW NET

A ribbon-type or SFI Spec 27.1 mesh-type window net is mandatory on any car required by the rules to have a roll cage. Window net must be securely mounted on the inside of the roll cage with permanent attachment at the bottom. All attachment points must be designed in an attempt to protect the driver and avoid contact with track surface or guardwall. Eyelet clips, dog leash hardware, hose clamps, etc. prohibited. Penetration of webbing, except as performed by manufacturer, prohibited. Any modification to net must be performed by manufacturer.

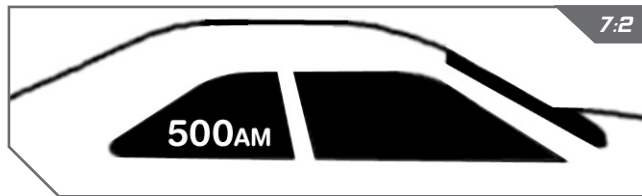
7:Body

7:1 AIR FOILS, WINGS

Air foils, canards, wings, and spoilers other than original factory equipment are permitted as noted in Class Requirements. A positive-locking device to prevent movement mandatory. 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. Ball-lock pins prohibited.

7:2 COMPETITION NUMBERS

All contestants are required to display a driver number at all NHRA Xplōd Sport Compact Racing Series events. Numbers on side windows must be a minimum 6 inches high and 1 1/2 inches wide. Class-designation letters must be a minimum 3 inches high and 1 inch wide. Driver's competition number and class designation must be displayed in a legible manner on front, rear, and side windows, in a prominent position, and be clearly visible to the tower personnel. Class and numbers on Pro RWD, Pro FWD, Modified, Hot Rod and All Motor cars must be in the form of permanent decals or paint. The use of shoe polish is permitted only in E.T. brackets, Sport FWD and Sport RWD classes, or as directed by race officials.



7:3 FENDERS

All vehicles in all classes must have re-rolled or beaded edges on altered fenders.

7:4 FIREWALLS

Each car in competition must be equipped with an OEM or minimum .024-inch steel firewall (per Class Requirements), extending from side to side of the body and from the top of the engine compartment's upper seal (hood, cowl, or deck) to the bottom of the floor and/or belly pan. Firewall must provide a bulkhead between the engine and/or fuel tank and driver compartment. All openings must be sealed with aluminum or steel. In certain instances, fiberglass, carbon fiber, or other composites

may be used. See Class Requirements or consult NHRA. Use of magnesium prohibited.

7:5 FLOORS

All cars without floors must be equipped with floorpans made of steel or aluminum that must extend the full length and width of the driver compartment to the rear of the driver's seat. Cars equipped with floors or belly pans made of fiberglass or other breakable material must have metal subfloors. In all cars with OEM fiberglass floors, a crossmember (minimum 2 inches x 2 inches, .083-inch-wall-thickness square tubing) must be installed between frameraills for proper driver's seat, seat belt, shoulder harness, and crotch strap installation. Belly pans and subfloors enclosing engine or driver compartment must contain suitable drain holes so that liquids and foreign matter cannot collect, thus creating a fire hazard. Minimum .032-inch aluminum or .024-inch steel. In certain instances, an NHRA-accepted panel made of composite material may be substituted for steel or aluminum. Contact NHRA Technical Services for list of accepted composite panels. Use of magnesium prohibited.

7:6 HOOD SCOOP

Where permitted, hood-scoop opening may not extend more than 11 inches above height of original hood surface as measured from the top of the opening directly down to the hood surface. Scoop may have one INLET opening only. Sensors, transducers, vents, wiring, hoses, etc. prohibited inside hood scoop. See Class Requirements for additional restrictions.

7:7 WINDSCREEN

On open-bodied cars or any other class car without a windshield, a metal or other fireproof deflector must be installed. The deflector should divert wind, liquids, and foreign matter over the driver's head, be securely mounted, and installed in such a manner that it does not obstruct the driver's frontal view in any way.

7:8 WINDSHIELD, WINDOWS

Windshields and/or windows on all cars must be of safety glass, Plexiglas, Lexan, or other shatterproof material, minimum 1/8-inch thick, per Class Requirements. In Championship, Heads-up classes, windshields and/or windows must be clear, without tinting or coloring, except factory-tinted safety glass. In all other applications, windshield/window tint must meet applicable state requirements. Competition-number decals are permitted on any window, windshield, or backlite, except as noted in Class Requirements.

Tape of any kind prohibited on any windshield or window.

8:Electrical

8:1 BATTERIES

All batteries must be securely mounted. Batteries may not be relocated into the driver or passenger compartments. Rear firewall of .024-inch steel or .032-inch aluminum (including package tray) required when battery is relocated in trunk. In lieu of rear firewall, battery may be located in a sealed .024-inch-steel, .032-inch-aluminum, or NHRA-accepted poly box. If sealed box is used in lieu of rear firewall, box may not be used to secure battery and must be vented outside of body. Relocated battery(s) must be fastened to frame or frame structure with a minimum of two 3/8-inch-diameter bolts. ("J" hooks prohibited or must have open end welded shut.) Metal battery hold-down straps mandatory. Strapping tape prohibited.

8:2 DELAY BOXES/DEVICES

Prohibited in all vehicles. A delay box or delay device is defined as any device (electric, electronic, pneumatic, hydraulic, mechanical, etc.) built for the express purpose of creating a delay between release of transbrake or line-loc button, or release of foot or hand brake, or release of clutch pedal/lever, and the resultant action of the vehicle.

Changeable vehicle components, legal unto themselves (solenoids, throttle-linkage components, hoses, springs, etc.), even though the removal and replacement of that component may affect the reaction time of the vehicle in relation to the driver action, is not considered a delay device. Wiring may consist of a single (i.e., "one" or "1") continuous wire from a power source to a switch (or button), and a single continuous wire from the switch to the transbrake or line-loc solenoid. Splices (no quick-disconnect) permitted from the two-step to the solenoid (i.e., between the switch and the solenoid), for data logger and/or nitrous only. All switches, buttons, wiring, solenoids, etc. must be for normal automotive use; i.e., not intended to create a delay (adjustable or non-adjustable) between release of the button and the resultant action of the solenoid. All line-loc/transbrake wiring before and after the switch must be separate from any other wiring and fully visible. Computer wiring, sensors, relays, and the like may not be wired to the solenoid wiring. Two-steps or other rev limiters that are adjustable by thumbwheel, replaceable chips, and the like may not be within the driver's reach and will preferably be located outside the driver compartment.

Any system that does not fit the above description is prohibited and must be corrected before the vehicle will be passed through pre-event technical inspection. Further, discovery of a delay device, adjustable or non-adjustable, at any time following pre-event technical inspection will be grounds for immediate disqualification from the event, loss of all NHRA Xplöd Sport Compact Racing Series points for the season, and suspension from all NHRA Championship Drag Racing events for remainder of season. Additional penalties may be imposed at the discretion of NHRA. (See 9:1 COMPUTER, 9:2 DATA RECORDERS.)

8:3 IGNITION

Each car in competition must have a positive-action on/off switch, capable of de-energizing the entire ignition system, in good working order, located within easy reach of the driver. "Momentary contact" and magneto kill-button-type switches are prohibited.

8:4 MASTER CUTOFF

Mandatory when battery is relocated or on any vehicle running 9.99 or quicker. An electrical power cutoff switch (one only) must be installed on the rearmost part of each vehicle and be easily accessible from outside the car body. This cutoff switch must be connected to the positive side of the electrical system and must stop all electrical functions, including magneto ignition. The off position must be clearly indicated with the word "OFF." If switch is "push/pull" type, "push" must be the action for shutting off the electrical system, "pull" to turn it on. Any rods or cables used to activate the switch must be minimum 1/8-inch diameter. Plastic or keyed switches prohibited.

8:5 STARTERS

All cars must be self-starting. Rollers and/or push starts prohibited.

8:6 TAILLIGHTS

All vehicles must have a minimum of one working taillight for night operations. Strobe, flashing, high-intensity, laser, infrared, photo

sensitive, or other light-emitting/receiving device prohibited. See also Class Requirements.

8:7 SWITCHES & BUTTONS

All switches and/or buttons must be standard, mechanical connection type. Infrared, laser, retinal scan, fingerprint, light-source, or any other non-mechanical-type switch and/or button prohibited.

9: Support Group**9:1 COMPUTER**

The National Hot Rod Association has established its policy with regard to the use of onboard computers on race cars competing pursuant to the NHRA Sport Compact Rulebook. Except those computers installed on stock vehicles by the new-vehicle manufacturers for the proper operation of such vehicles, no vehicles may be equipped with computers that in any way affect the operation of the vehicle. Per Class Requirements, OEM or OEM-type electronic fuel injection permitted. All related wiring, sensors, etc. must be identifiable to the tech inspector. A computer is defined as any device (electrical, mechanical, pneumatic, hydraulic, etc.) that activates any function of, or in any way affects the operation of, the vehicle based on measurement, sensing, processing, etc. of any data related to the performance of the vehicle. Display or transmission of any data gathered or processed to the driver or any remote location, prohibited (see 9:2 DATA RECORDERS).

9:2 DATA RECORDERS

Data recorders may be used to record functions of a vehicle so long as they do not activate any function on the vehicle. Data recorder may not be activated by the throttle, clutch, brake, mechanisms, etc., nor by the Christmas Tree, radio transmitters, sensing of wheel speed, inertia, laser device, or transmission of track position. Must be activated by separate switch. Fifth-wheel sensing devices prohibited on all vehicles (includes wheelie-bar wheels). All lines sensing flow, pressure, etc. of fuel or oil must be metallic or steel braided. Transmission or display of data gathered or processed by data recorder to the driver or any remote location prohibited. Data may be reviewed (printout, replay, etc.) only after the run.

Any device (mechanical, hydraulic, pneumatic, electrical, optical, etc.) other than OEM-type that assists in determining track location of the competitor's own vehicle or opponent's vehicle prohibited. Only OEM-style mirrors, mounted in conventional fashion, permitted.

Discovery of a device that displays, indicates, or transmits "on track," "track location," or "elapsed time"-type data will be grounds for immediate disqualification from the event, loss of all NHRA Xplöd Sport Compact Racing Series points for the season, and suspension from all NHRA Xplöd Sport Compact Racing Series events for the remainder of the season. Additional penalties may be imposed at the discretion of NHRA.

9:3 FIRE EXTINGUISHER

An onboard fire-extinguisher system is mandated under certain class requirements. In other classes, it is recommended that each contestant and/or crew have a loaded, serviceable fire extinguisher and a fire blanket in their possession, carried in the tow vehicle, race car, or otherwise available for immediate use. Dry chemical or CO₂-type extinguishers, 2 1/2-pound minimum size, are recommended. When installed in a race car, must be mounted in a secure manner; use of flip-open-type clamps prohibited.

Onboard fire-extinguisher systems must be manually controlled Cold Fire 302, Fire X plus, Halon FE1211 or 1301 or FM200 or F500 and mounted per manufacturer's specifications with the primary nozzle(s) directed in an attempt to protect the driver. Other agents, classified on the EPA SNAP list as Acceptable Total Flooding Agents (Feasible for Use in Occupied Areas) and NHRA accepted, may be used. Bottles and lines must be mounted within the framerails. Fire-bottle activation cables must be installed inside framerail where cables pass engine/bellhousing area. Bottles must be DOT approved and permanently mounted (no hose clamps or tie wraps). In the case of more than one bottle, each bottle must have its own distribution tubing and nozzles. The use of bottles, nozzles, or tubing other than that recommended by the manufacturer prohibited. Nozzle placement is extremely important; two nozzles are placed at the front of the engine, one on each side, and one nozzle is located in the driver compartment near the steering column, minimum. Upon activation of the system, the contents of the bottle(s) must be totally discharged; partial-discharge systems prohibited. The bottles must be mounted in such a manner that should an explosion or failure of any mechanical component of the vehicle occur, the bottles will be protected from flying parts. Also, the bottles must be mounted completely above the lower framerails of the car. When installed in/on a race car, must be mounted in a secure manner; use of flip-open-type clamps, hose clamps, tie wraps, snaps, etc. prohibited. They should be protected from excessive temperature and mounted rigidly to the vehicle. Remote cables must be metallic (plastic or plastic-wrapped cables prohibited) and installed so they are protected in the event of an upset or collision. Follow the manufacturer's recommendations regarding installation, especially on bend radius, and protection from crimping or kinking. All fire systems must use steel lines, steel or aluminum distribution nozzles, and must be equipped with a pressure gauge. All bottles must be identified with a gross loaded weight figure. It is the responsibility of the competitor to weigh the bottle prior to each event.

9:4 JACKS & JACKSTANDS

No work may be done under any car in the pit area while the car is supported by only one jack. Additional safety devices such as jackstands are mandatory to provide additional protection in the event of jack failure. Failure to observe this rule is grounds for immediate disqualification. Tube-chassis, Pro Stock-style vehicles must have cradles/jackstand devices that attach to the frame (conventional jackstands prohibited) when being worked on and/or when engine is running in pits with vehicle in a raised position. Jackstand devices must be constructed as to provide a minimum ground clearance of 7 inches as measured from the ground to the outer diameter limit of the rear tires.

9:5 LIFTING DEVICES

Any form of mechanical, hydraulic, or other leverage-type device for raising a car's driving wheels off the starting-line surface prohibited.

9:6 OVERSIZE TRAILERS

Contestants using semi-tractor/trailer equipment (18-wheelers) must close lift-gate-type rear doors after unloading/loading procedures are completed. Also, all extended ramps must be stowed after use. Maximum width of trailer and awning combination not to exceed 22 feet.

9:7 PRESSURIZED BOTTLES

All pressurized bottles (i.e., air, CO₂, etc.) must meet and be engraved as meeting DOT-1800-pound minimum spec. All bottles must be securely mounted (hose clamps and/or tie wraps prohibited).

9:8 PUSH BARS

Push or tow starts prohibited.

9:9 TELEMETRY DEVICES

Telemetry transmission of certain vehicle parameters intended for the sole purpose of event television coverage, which meet applicable NHRA criteria, permitted. Application for telemetry transmission(s) must be submitted in writing to NHRA Technical Services, National Headquarters, Glendora, Calif. Discovery of any unauthorized telemetry device or unauthorized transmission of data in any category will result in disqualification from the event, loss of all season points, plus suspension of competition privileges for the remainder of the season. Additional penalties may be imposed at the sole and absolute discretion of NHRA.

9:10 TOW VEHICLE

Any vehicle used as a tow vehicle must have the driver's competition number displayed on the tow vehicle. Limit of six crewmembers in tow or push vehicle. Crewmembers must be inside cab or completely inside bed or truck, not to be seated on tailgate, standing on running boards, or otherwise not completely inside vehicle. Generators or other external power supplies, extension cords, support equipment other than the tow vehicle, etc. are prohibited outside the pit area. Once a race vehicle leaves the pit, it must be in race-ready condition, and the only support equipment permitted is the tow or push vehicle until the vehicle returns to the assigned pit area. Competitors may use portable generators while stationary in the staging lanes.

9:11 TWO-WAY RADIO COMMUNICATION

The use of two-way radios for the purpose of voice communication between driver and crew is permitted in all classes. Telemetry may in no way be used for gathering data or performing control functions. When radio is mounted in driver's compartment, must be secured in holder by some type of strap or device when car is moving.

9:12 WARM-UPS

It is mandatory that a driver be seated in the car in the normal driving position anytime the engine is running, unless coupler or driveline is removed from vehicle. **The practice of transbrake testing, converter stalls, line-loc testing, and/or transmission warming is prohibited in all classes, in all areas of the event except in starting-line approach areas beyond staging, or unless vehicle is on jackstands. Non-compliance is grounds for disqualification.**

10:Driver

10:1 APPAREL

Each member of a participant crew must be fully attired when present in the staging, starting, and competition areas of the racetrack. Shoes are mandatory. Shorts, bare legs, tank tops, or bare torsos are prohibited when driving in any class.

10:2 APPEARANCE

Vehicles participating in drag racing events must be presentable in appearance at all times; those considered improperly prepared may be rejected by the technical inspector. The appearance of personnel attending contestant vehicles is equally important and is subject to the same considerations.

10:3 ARM RESTRAINTS

Where mandated by class requirements, arm restraints must be worn and adjusted in such a manner that driver's hands and/or arms cannot be extended outside of roll cage and/or framerails. Arm restraints shall be combined with the driver-restraint system

such that the arm restraints are released with the driver restraints. Refer to manufacturer for instructions.

10:4 CREDENTIALS

Each driver of a vehicle entered in any event conducted at an NHRA member track must have a valid unrestricted state- or government-issued driver's license beyond a learner's-permit level or NHRA competition license subject to inspection by officials at any time.

In addition, a current NHRA membership is required for participation in any Championship or Sportsman Heads-Up categories at an NHRA Sport Compact event, or when obtaining a new competition license or renewing an existing competition license. Effective 1/1/06, a current NHRA Sport Compact membership will be required when obtaining a new permanent competition number or renewing a permanent competition number." All license applicants must be at least 16 years of age.

NHRA competition license classes are as follows:

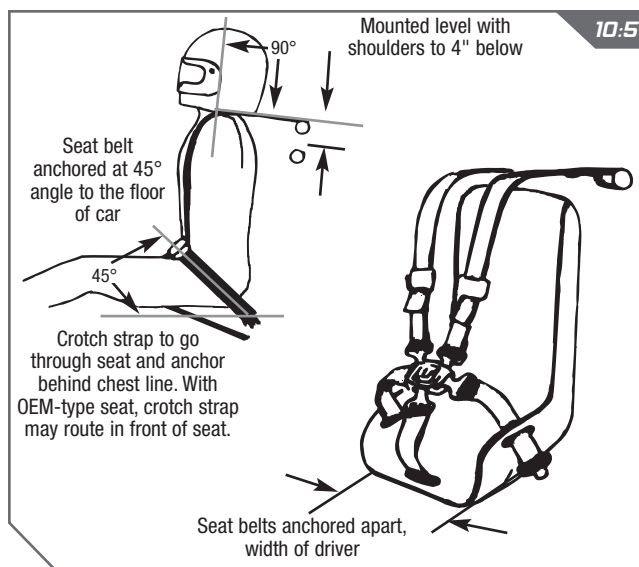
	Category A	Category B	Category C	Category D
	wheelbase > 125	wheelbase < 125	Bodied	Motorcycle
Class 1	Top Fuel	Funny Car	Pro Stock	PSB
Class 2	TAD	T AFC	N/A	(6.00-7.49)
Class 3	(6.00-7.49)	(6.00-7.49)	N/A	(7.50-9.99)
Class 4	(7.50-9.99)	(7.50-9.99)	N/A	Snowmobile-ATV
Class SP	NTF/SPF	SPF	N/A	N/A

As only full-bodied vehicles are eligible for competition in NHRA Xplöd Sport Compact Racing Series events, all drivers running 9.99 or quicker must have a 3B or 4B license. All license applicants are required to have a physical examination before making any test runs. Physical forms and license applications are available from NHRA headquarters or your division office. (Physical expires every two years. License expires with physical.) Likewise, the vehicle used for test runs must be current with respect to rules and regulations for the class/license being applied for.

A new driver who has not previously held a competition license will be given a special cockpit-orientation (blindfold) test and will be required to make a minimum of six runs under the observation of two licensed drivers and a designated NHRA official. Witnessing drivers must hold a competition license equal to or greater than one being applied for. A licensed driver may drive a car classed under his or her license limitation.

10:5 DRIVER-RESTRAINT SYSTEMS

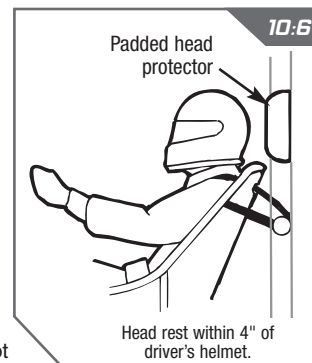
A quick-release, 3-inch shoulder harness meeting SFI Spec 16.1 is mandatory in all cars in competition required by the rules to have a roll bar or a roll cage. (Permitted in all other classes.) Driver-restraint system must be clearly labeled as meeting SFI Spec 16.1 and be dated by manufacturer. SFI Spec 16.1 Y-type belts dated through 12/04 will be accepted through their two-year service period only. System must be updated at two-year intervals from date of manufacture. All seat-belt and shoulder-harness hardware must be originally designed to be used with each other and produced by the same manufacturer. For harness installation, see illustration. Cars using OEM or OEM-type seat may have crotch strap routed in front of seat instead of through seat. Only units that release all five attachment points in one motion are permitted. When arm restraints are worn with a restraint system that utilizes a "latch lever," a protective cover must be installed to prevent arm restraint from accidentally releasing the latch lever. Protective cover



not required if system utilizes "duck-bill" latch hardware. All harness sections must be mounted to the frame, crossmember, or reinforced mounting and installed to limit driver's body travel both upward and forward. Seat belts may not be wrapped around lower framerails. Under no circumstances are bolts inserted through belt webbing permitted for mounting. Check manufacturer's instructions.

10:6 HEAD PROTECTOR

In any car where a roll bar or roll cage is installed, a padded head protector must be provided at the back of the driver's head and constructed in an attempt to prevent whiplash upon impact. The roll bar or cage must be padded wherever it may come in contact with the driver's helmet. Adequate padding should permit approximately 1/4-inch compression or meet SFI Spec 45.1. The use of weather stripping and similar thin or low-impact resisting materials is prohibited. A padded roll bar or cage alone is not acceptable as a padded head protector unless it is within 4 inches of the driver's helmet. A seat that incorporates a reinforced head rest is permitted.



10:7 HELMETS

As outlined under Class Requirements, drivers in all classes must wear a helmet meeting Snell or SFI Specifications. Snell K-98 is acceptable in place of any Snell M-rated helmet.

- SFI Spec 31.1A = Snell SA, open-face helmet
- SFI Spec 31.2A = Snell SA, full-face helmet
- SFI Spec 41.1A = Snell M, open-face helmet
- SFI Spec 41.2A = Snell M, full-face helmet

Drivers of all cars running 13.99 or quicker must use a helmet meeting Snell 95, K98, 2000, 2005 or SFI Spec 31.1, 31.2, 31.1A, 31.2A, 31.1/2005, 41.1, 41.2, 41.1A, 41.2A, or 41.1/2005.

Drivers of cars running 7.49 or quicker must use a helmet meeting Snell SA95, SA2000, SA2005 or SFI 31.1, 31.2, 31.1A, 31.2A, or 31.1/2005 Specs. See Class Requirements.

All helmets must have the appropriate certification sticker affixed inside the helmet.

NHRA Helmet Expiration Dates

Label	Expires	Label	Expires
Snell 90	1/1/2006	SFI 41.1	1/1/2007
Snell 95	1/1/2007	SFI 41.2	1/1/2007
Snell K98	1/1/2009	SFI 31.1A	1/1/2014
Snell 2000	1/1/2012	SFI 31.2A	1/1/2014
Snell 2005	1/1/2017	SFI 41.1A	1/1/2014
		SFI 41.2A	1/1/2014
SFI 31.1	1/1/2007	SFI 31.1/2005	1/1/2017
SFI 31.2	1/1/2007	SFI 41.1/2005	1/1/2017

10:8 NECK COLLAR/HELMET RESTRAINT DEVICE

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

The helmet restraint device can be used with or without a neck collar. Modification of the device is prohibited.

10:9 OCCUPANTS

No more than one person is permitted in any car during any run, except one co-driver permitted in 14-second and slower E.T. cars; co-driver must be a minimum of 16 years old. All occupants of tow vehicles must be inside of car or pickup in a seated position while tow vehicle is in operation. Any time a car is started, whether in the pits, staging lanes, with self-starter, or anywhere else on the race facility, a competent driver must be in the driver's seat unless coupler or driveline is removed. Non-compliance is grounds for disqualification from the event.

10:10 PROTECTIVE CLOTHING

Drivers are required to have as minimum requirements protective clothing labeled as meeting the appropriate SFI Spec.

11.49 to 10.00 seconds: jacket meeting SFI Spec 3.2A/1 mandatory.

9.99 to 7.50 seconds, with OEM or steel firewall: jacket and pants meeting SFI Spec 3.2A/5 and gloves meeting SFI Spec 3.3/1 mandatory.

9.99 to 7.50 seconds in car without an OEM or steel firewall, with nitrous oxide, supercharged or turbocharged, or any car with an automatic transmission in the driver compartment (i.e., one without a floor over the transmission): jacket and pants meeting SFI Spec 3.2A/15, gloves and shoes or boots meeting SFI Spec 3.3/5 mandatory.

Drivers competing in heads-up categories may be required to wear specific minimum clothing, regardless of e.t. All drivers are required to wear full-length pants to the ankle, shoes, and socks. Nylon or nylon-type clothing and open-toe shoes prohibited. See appropriate Class Requirements.

10:11 SEAT BELTS

All cars not required by Class Requirements to use SFI Spec 16.1 driver-restraint systems must be equipped with an accepted quick-release-type driver seat belt. (All cars in competition requiring a roll bar or a roll cage, or as outlined by Class Requirements, require a five-point, 3-inch-wide SFI Spec 16.1 restraint system. See 10:5 DRIVER-RESTRAINT SYSTEMS.) Belts must be securely fastened to the frame, crossmember, or reinforced mounting so that all fittings are in a direct line with the direction of pull. Seat belts may not be wrapped around lower framerails or any framerail or crossmember. Steel castings of the type recommended by FAA or U-bolt-type mounts are permitted. If used for installation, flat steel plates must be a minimum of 1/4-inch thickness and have rounded edges to prevent cutting seat belts. Under no circumstances can belts be installed with bolts through webbing. In all cars with fiberglass floors, a crossmember (minimum 2-inch x 2-inch x .083-inch-wall-thickness square tubing) must be installed between framerails for proper driver's seat-belt installation.

11:General

11:1 ADVERTISING AND OTHER MATERIAL/DISPLAYS

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

— SECTION 13 —

RACE PROCEDURES**NHRA COMPETITION NUMBERS**

Contestants in Pro RWD, Pro FWD, Modified, Hot Rod, and All Motor are required to display a permanent driver number at all NHRA Xplōd Sport Compact Racing Series events. Numbers are issued to drivers only and are available from NHRA. Racers must have a separate number for each eliminator category.

BURNOUTS

All pre-race burnouts are restricted to designated areas, using water only. If a contestant's car 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 all NHRA Xplōd Sport Compact Racing Series events, cars in heads-up categories are allowed one burnout across the starting line. Length and time duration must be reasonable and in concert with the opponent's procedures. Sport FWD and Sport RWD and E.T. bracket racers may not cross the starting line on any burnout.

STAGING

Once a car reaches the front of the staging lanes for a run, it must be prepared to fire and race. To be a legitimate race winner, a contestant's car 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. If the opponent has been sent on a single run, the car losing fire may not restart, and the run is forfeited.

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 permitted in all categories; however, the word "DEEP" must appear on the windshield and side windows of the vehicle. When staging for any of the heads-up categories, both contestants must activate their pre-stage lights before either may advance into the stage beams. In the heads-up categories, 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. A driver on a single run would advance; however, 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.**

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 properly staging and receiving the starter's signal to go, re-staging 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.

STARTING SYSTEM

Pro RWD, Pro FWD, Modified, Hot Rod, All Motor, Sport RWD, Sport FWD, and Street Stock use the three-amber Pro-start NHRA

Christmas Tree. All amber lights are activated simultaneously with a four-tenths delay to green. Sport FWD and Sport RWD classes use the same three-amber Pro-start, except with a five-tenths delay. E.T. Bracket and Quick 16 classes use a full three-amber countdown with a five-tenths delay between lights.

QUALIFYING

To constitute an official qualifying attempt, all cars must self-start and self-stage. A contestant cannot drive more than one car in the same category at the same event, nor can one vehicle be used for multiple entries. For all categories of competition, including E.T. classes, an individual vehicle cannot be used for multiple entries. Vehicles must remain in the same category entered with one registered driver for the duration of the event.

The event director has the option of permitting driver changes, but only under the following conditions:

- 1) Replacement driver must have proper credentials and sufficient grading.
- 2) The original driver is withdrawn from competition and cannot be reinstated.
- 3) All previous event times are voided for the vehicles and drivers involved.
- 4) Changes must be made and driver must re-qualify during the normal schedule, as posted, for the event. No changes are permitted after qualifying has been completed.
- 5) Teams are limited to one replacement driver action per event.

The event director has the option of allowing a driver to utilize a replacement vehicle, but only under the following conditions:

- 1) The original vehicle is withdrawn from competition and cannot be reinstated.
- 2) Replacement vehicle cannot have been utilized by any other contestant at the same event.
- 3) Replacement vehicle must be fully certified and must pass technical inspection prior to continuation of competition.
- 4) Driver must stay within original eliminator category and class entered.
- 5) All previous event times are voided for the vehicles and drivers involved. Changes must be made and driver must re-qualify during the normal schedule, as posted for the event. No changes are permitted after qualifying has been completed.
- 6) Checkout runs for replacement vehicles are not available.
- 7) Teams are limited to one replacement vehicle action per event.

All qualifiers in Pro RWD, Pro FWD, Modified, Hot Rod, All Motor, Sport FWD, Sport RWD, Street Stock, and Quick 16 must have a valid elapsed time recorded to be placed into eliminator competition.

On a qualifying run, if a contestant properly starts, stages, and receives the starter's signal but breaks to the point the run is not completed, a time of 28 seconds is issued and it is considered a valid qualifying run. Should more than one contestant break prior to completing a run and an insufficient number of open spots are available on the ladder, the order of insertion onto the ladder would be the contestant who made the qualifying attempt first.

In the event of identical qualifying elapsed times in Pro RWD, Pro FWD, Modified, Hot Rod, All Motor, Sport FWD, Sport RWD, Street Stock, and Quick 16, the driver with the faster top speed, recorded on the qualifying runs in question, will be awarded the better qualifying position.

If weather conditions or other event delays should disrupt the posted lane rotation for qualifying runs, the event director has the option of reassigning lanes as necessary for remaining runs. Every effort will be made to see that qualifying contestants have the opportunity to run in each lane.

LADDERS

Category pairings are based on established NHRA ladder charts. Qualifying elapsed times determine ladder positions (16-car fields, example: 1 vs. 16; 2 vs. 15; 3 vs. 14; 4 vs. 13; 5 vs. 12; 6 vs. 11; 7 vs. 10; and 8 vs. 9. 8-car fields, example: 1 vs. 8; 2 vs. 7; 3 vs. 6; 4 vs. 5). Quick 16 uses a Sportsman ladder: 1 vs. 9; 2 vs. 10; 3 vs. 11; 4 vs. 12; 5 vs. 13; 6 vs. 14; 7 vs. 15; and 8 vs. 16. Once established, pairings are not changed unless NHRA determines there is adequate justification for a change. In situations where fields are not filled, such as 14 cars entering for a 16-car field, a 14-car ladder will be used, not a 16-car ladder. E.T. brackets use random pairings for the initial rounds of competition until a 16-car ladder can be established.

BREAKOUT RULES

In the E.T. bracket categories, the breakout rules are enforced at all events as follows: Contestants who race below the posted category standard or dial-in during eliminations are disqualified, with the following exceptions:

- 1) when an opponent foul starts or crosses a boundary line
- 2) on a single run
- 3) when both drivers run under their index or dial-in, the driver who is the least under is the winner
- 4) if two contestants run under by the same margin (with elapsed times extended to a thousandth of a second), the driver crossing the finish line first is the winner

SINGLE RUNS

In situations where a driver is making a single run, he or she is considered the winner once he or she stages and receives the start signal or is declared the winner by the official starter. If a competitor crosses the boundary line on a single run, the elapsed time is voided for lane-choice determination.

ALTERNATES, HEADS-UP CATEGORIES

In an attempt to always reward the quicker of the qualifiers, the insertion of alternates is as follows: The first alternate will be positioned to race the slower of the opponents made available by the original qualifier's failure to appear in round one, the second alternate will race the next slowest car, and so on until either the ladder is complete or all alternates have been assigned ladder positions.

LANE CHOICE

In the heads-up categories, lane choice is determined by elapsed time. The driver with the better qualifying e.t. gets first-round lane choice, and in subsequent rounds, lane choice goes to the driver with the lowest e.t. from the previous round. In all other categories, competing drivers are to determine lane choice by a coin flip or a random-draw lane assignment.

DISQUALIFICATIONS

One of the rarities at an NHRA event is the situation in which two cars are disqualified during the same eliminations race. In most cases, both offending contestants are disqualified. Those situations include both drivers crossing the boundary lines or both drivers leaving the line before the start system is activated.

Should a driver receive a red-light foul start and the opposing driver cross the lane boundary line, the latter infraction would prevail and the driver committing the foul start would be reinstated.

In determining lane-boundary-crossing violations, it is considered a disqualification when any portion of a tire completely crosses the painted-line surface. In cases where both opponents cross the centerline or outside line, both drivers will be disqualified. In situations where multiple boundary lines are utilized, the line directly adjacent to the competitor's racing lane will be used for reference. Any time it has been judged that excessive braking has resulted in loss of control that results in contact with the guardwall and/or light fixtures or crossing the center boundary lines, INCLUDING PAST THE FINISH LINE, the contestant will be disqualified. Contact with guardwall, barriers, or any other track fixture (rubber cones, when used, are considered visual aids, not fixtures) is grounds for disqualification and/or other actions. Intentional crossing of boundary lines to leave the track or avoid depositing debris on the track is not grounds for disqualification.

Any driver and/or pit-crew member found to be under the influence of alcoholic beverages or drugs, regardless of amount, will be ejected from the event. Such a condition is cause for suspension, fine, and/or revocation of competition privileges.

NATIONAL RECORD PROCEDURES

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 Xplōd Sport Compact Racing Series events. National records are available only in Pro RWD, Pro FWD, Modified, Hot Rod, and All Motor categories.

Each record run is made under close observation of starting procedures, running, finishing, and timing. Each car is thoroughly inspected to determine its compliance with class requirements, including weight, 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. 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.

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. Top-speed records may be set 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. Driver must first break the existing record before attempting a backup.

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 14 —

POINTS AND RELATED PROGRAMS

NHRA XPLÖD SPORT COMPACT RACING SERIES

The NHRA Xplöd Sport Compact Racing Series consists of a nine-race season (11-race season for Pro RWD) of national events.

NHRA XPLÖD SPORT COMPACT RACING SERIES CHAMPIONSHIP

Contestants in each of the heads-up racing categories (except Sport FWD, Sport RWD, and Street Stock) will compete for the NHRA Xplöd Sport Compact Racing Series championship title on the basis of total points earned at NHRA Xplöd Sport Compact Racing Series events.

NHRA XPLÖD SPORT COMPACT RACING SERIES POINTS BREAKDOWN

16-car field	8-car field
Winner 100	Winner 100
Runner-up 80	Runner-up 80
Third-round loser 60	Second-round loser 60
Second-round loser 40	First-round loser 40
First-round loser 20	

Additional points are awarded at Sport Compact events as follows:
 10 points to all contestants - 1 qualifying run required
 20 points for establishing an official e.t. record

Qualifying positions earn points as follows:

16-car field	8-car field
1st 8	1st 8
2nd 7	2nd 7
3rd 6	3rd 6
4th 5	4th 5
5th & 6th 4	5th 4
7th & 8th 3	6th 3
9th through 12th 2	7th 2
13th through 16th 1	8th 1

For tiebreaker procedures, contact NHRA.

POINTS - GENERAL

All points are awarded to the driver and cannot be transferred under any circumstances. Points are not transferable from one category to another.

If an event is postponed for any reason prior to the start of eliminations for that category, it is necessary that any car and driver still eligible for event competition be in attendance at the rescheduled date to be eligible for all points and cash awards based on eliminator racing. Drivers not returning will NOT have the event charged to their quota. If an alternate driver is inserted into a race under these circumstances, he or she will receive full points (except qualifying points) and awards. Points and awards are based on a round-loss basis, not simply on qualifying.

If an event is disrupted and rescheduled due to weather or other conditions after eliminations of that category are in progress, contestants unable to return will be awarded points up to the round completed before postponement.

If any portion of an event is completely rescheduled for any reason, qualified contestants unable to return will be granted an automatic withdrawal, earning no points, and the event will not be charged to their event quota. If a contestant does not wish to be withdrawn from the postponed event and desires to receive points earned until the point of cancellation, contestant must contact the NHRA Sport Compact department.

Non-qualifiers in Pro FWD, Pro RWD, Modified, Hot Rod, and All Motor will receive 10 points regardless of whether an event is postponed and rescheduled. Withdrawal policy does not apply.

Attempts to set low elapsed time will not be permitted after qualifying ends, with the exception of cars remaining in category competition. The final run on which a driver is eliminated will be allowed as a low elapsed time.

Points may be withheld from any contestant who fails to display the required NHRA Xplöd Sport Compact Racing Series decal.

In Pro FWD, Pro RWD, Modified, Hot Rod, and All Motor the NHRA Xplöd Sport Compact Racing Series decal must be displayed on both sides of the race vehicle at all times during any event. Decals must be in a prominent location, somewhere between the front spindle and rear axle and above the axle centerline or on the outside of the spill plates if the spill plate is of sufficient size.

The event director has the option of allowing contestants whose cars have experienced irreparable damage to leave the event prior to eliminations, yet retain their points and monetary awards. Drivers must notify the event director to arrange for this allowance.

Any contestant disqualified for mechanical non-compliance loses all points for that event.

ALTERNATES

Once qualifying has concluded and a ladder has been established, pairings will not be changed. However, should a qualified car and driver be unable to make the first round of eliminations, an alternate will be inserted in his or her place. Under normal conditions, all first-round points and cash awards will remain with the qualified driver. Alternates will not be eligible for any round points, regardless of how far they advance past round one, and the cash award paid will be less the amount paid to the original qualifier.

If an event is postponed due to weather or other conditions prior to the start of eliminations for that category, it is necessary that the qualified car and driver be in attendance at the rescheduled date to be eligible for all points and awards based on eliminator competition. Awards based solely on qualifying remain with the original qualifier. It is important to note that points and awards are based on a round-loss basis, not simply on qualifying.

If an alternate driver is inserted into a rescheduled event for a non-returning qualifier, the alternate will receive full round points and cash awards.

DISQUALIFICATION

Notwithstanding any other provision of this Rulebook, participation in any program conducted by or in conjunction with NHRA is conditioned upon being in good standing with NHRA. Any person found guilty of drug-related offenses is subject to such disciplinary action as NHRA shall determine appropriate in its sole and absolute discretion, including but not limited to immediate expulsion from

NHRA and a termination of good standing. Such person may be immediately excluded from all NHRA programs and may not be eligible for titles, prize money, or other awards that have not already been bestowed, as shall be determined by NHRA. Further, any annual awards that might be granted may be made contingent upon maintaining good standing with NHRA through the year following the annual award, if so determined by NHRA. Further still, any person who shall be facing prosecution for a drug-related offense may be granted such awards on a contingent basis and may not be eligible for annual awards of prize money unless and until he or she shall not have been found guilty of such offenses during the year following the award of such prizes if so determined by NHRA.

— SECTION 15 — PARTICIPANT AGREEMENTS AND ADMINISTRATIVE AND PROCEDURAL RULES; RULE CHANGES; RULE ENFORCEMENT; DISPUTE RESOLUTION PROCEDURES

15.1 DEFINITIONS

Certain terms used in this Rulebook are defined terms which, when used herein, have the meaning set forth below:

Participant: The term “participant” shall include officials, any person or entity possessing or who has been issued a credential, and any person or entity directly or indirectly associated with any vehicle that has been permitted to enter an event site for the purpose of participation in an event, including, but not limited to, owners, drivers, and crewpersons. The term “participant” shall include any person or entity that has any ownership interest in a race team, vehicle, or otherwise. As to any entity, the term “participant” shall include each of the entity’s owners, principals, agents, parents, subsidiaries, divisions, partners, affiliates and other related persons or entities.

Event: Throughout this Rulebook, there is reference to “event” or “events.” Wherever this term is used, it is intended to refer to two types of drag racing activities: (1) NHRA events, which are those events that NHRA conducts. These include but are not limited to events such as NHRA POWERade Drag Racing Series events, NHRA Lucas Oil Drag Racing Series events, National Opens, and the like; and (2) drag racing events conducted at NHRA member tracks which NHRA does not conduct but that are conducted in accordance with NHRA Rules.

15.2 SCOPE OF NHRA RULEBOOK

The principal source of authority for the conduct of events is the NHRA Rulebook. The Rulebook governs all decisions at NHRA events and governs all NHRA matters affected by the Rulebook.

NHRA has developed and published this Rulebook for the purpose of providing guidance in the conduct of NHRA events and events conducted at NHRA member tracks, and as to all aspects of participation in NHRA, whether or not related to an event. NHRA makes no representations or express or implied warranties that compliance with the rules, regulations and agreements published in this Rulebook or as amended will reduce, prevent or guarantee against injury or death to spectators or participants or damage to property or other economic injury or damages. The rules, regulations, and agreements herein constitute the minimum acceptance standards for competition and are intended as a guide for the conduct of the sport. NHRA does not intend to imply by the publication of the Rulebook, by the conduct of various racing events, by the licensing of drivers, by the acceptance of event entries, or by any other act or omission to act that any person has the right or the inalienable privilege of participating in NHRA events and/or NHRA member track events.

15.2.1 Development of NHRA Rules

Since it was founded by Wally Parks in 1951, NHRA has promulgated rules to govern its sport. Thus, over five decades of experience have shaped, and continue to shape, the NHRA rules. The development of NHRA rules is based on many considerations. Some factors affecting NHRA rulemaking include promoting participant safety; promoting spectator safety; preserving competition; even competition; insurance preservation; costs to participants such as, for example, costs that would have to be incurred if new equipment were allowed and/or mandated; attempts to contain costs being experienced by competitors to ensure continued competition; preserving the ability to race in various geographic locations; concerns affecting television coverage of those events for which television coverage is provided; costs to NHRA; regulating or containing the performance of racing vehicles to address safety and other considerations; and numerous other factors that affect the complex and intricate issues with which NHRA, as a sports sanctioning body, must deal and balance.

15.2.2 New Rules and Rule Changes

NHRA rules may be added, deleted and/or amended from time to time and at any time by NHRA. **It is the participant's responsibility to stay abreast of all NHRA rule changes that may affect the participant.** Additions, deletions or changes to the Rulebook (collectively referred to herein as "amendments") will be communicated as follows:

1. Publication in *National DRAGSTER*; and/or
2. Publication on NHRA.com

Typically, amendments are published in each issue of *National DRAGSTER*. However, if, in NHRA's judgment, an amendment is too lengthy to publish or to publish repeatedly in *National DRAGSTER*, then the amendment may be listed or referred to in *National DRAGSTER* with the full text being available only on NHRA.com.

Amendments are effective and enforceable immediately upon publication either in *National DRAGSTER* or on NHRA.com. Amendments will be labeled as amendments to the Rulebook.

15.2.3 Other NHRA Policies and Procedures

In addition to the Rulebook, NHRA has set various policies and procedures that also provide guidance for the conduct of racing and are enforceable by NHRA. These items include, without limitation, Competitor Data Sheets, lists of permitted items maintained and available from the Technical Department, and other policies and procedures.

15.2.4 Official Opinions on Technical Issues

Participants may request official opinions on technical issues from NHRA. This type of opinion may be requested, for example, on the acceptability of specific items of equipment or body designs. Any request for an official opinion on technical issues must be made in writing and submitted to the Technical Department. No opinion on technical issues is binding on NHRA unless published in *National DRAGSTER* or, if deemed too lengthy for publication in *National DRAGSTER*, then referred to in *National DRAGSTER* and published on NHRA.com.

15.2.5 Informal Interpretations on Technical Issues

Participants may communicate with the NHRA Technical Department regarding explanations and interpretations of rules. These communications are advisory only.

15.3 VOLUNTARINESS; PARTICIPATION NOT A RIGHT; ALL PARTICIPANTS BOUND BY THE RULEBOOK; PARTICIPANT CONDUCT; COVENANT NOT TO SUE

NHRA is a private, voluntary association. While NHRA welcomes the participation of everyone, participation requires a promise and agreement by all participants to abide by all NHRA rules, regulations and agreements, including, but not limited to, those in the NHRA Rulebook. Without this promise and agreement, NHRA would not be able to function as a sport sanctioning body, and NHRA's continuing viability would be at risk. Participation in any and every aspect of NHRA drag racing is a privilege, not a right. See Participant Covenants in Section 15.3.2 below.

15.3.1 Participant Conduct

Participants at events are expected, at all times, to conduct themselves in a professional and non-disruptive manner consistent with good sportsmanship and NHRA's role as a family-oriented sports organization with events suitable for attendance by all and, as to those events that are televised, suitable for unrestricted viewing by the general public. Any participant who, in the sole and absolute judgment of NHRA (1) verbally or physically threatens another person; (2) uses vulgar or derogatory language; (3) engages in unsportsmanlike conduct; (4) engages in conduct detrimental to the sport of racing; (5) otherwise creates a condition or circumstance that is unsafe, unfair, or out of order; or (6) otherwise violates any NHRA rule, regulation or agreement, shall have violated this rule regarding participant conduct.

15.3.2 Participant Covenants and Covenant Not to Sue

Each participant expressly agrees to abide by all NHRA rules, regulations and agreements, including but not limited to those contained in the NHRA Rulebook, and by NHRA decisions, whether or not related to an event. Notwithstanding any other provision of this Rulebook, by participating in, and in consideration for being allowed to participate in NHRA drag racing, and in consideration of receiving any of the numerous benefits available to participants, each participant understands, acknowledges and agrees that:

- 1) Participation in any and every aspect of NHRA drag racing is a privilege, not a right.
- 2) The participant voluntarily chooses to participate in accordance with all NHRA rules, regulations and agreements, including but not limited to those contained in the NHRA Rulebook, and by NHRA decisions, whether or not related to an event.
- 3) When a participant submits an entry for competition in an event, and the entry is accepted, the participant is obligated to compete in the event in good faith to the best of the participant's ability unless prevented from so doing by matters beyond the participant's control.
- 4) The NHRA Rulebook and the dispute resolution procedures set forth within the Rulebook apply to any and all decisions, rules, regulations, actions or omissions to act by NHRA, without limitation. For example, and not by way of limitation, decisions on the classification or reclassification of vehicles, which categories of vehicles will be professional classes, which categories of vehicles will race at national events, what types of vehicles will be allowed to race in a class, whether an event is cancelled, postponed or rescheduled, whether or how an event is televised, what types of sponsors will be allowed to be

featured on race vehicles, and what types of sponsors will not be allowed on site at events at all, to name but a few, are all illustrative of the types of decisions that are governed by and may be challenged only through the dispute resolution procedures set forth in this Rulebook.

- 5) At any event, the participant is bound by and shall abide by the decisions of the event director, the event director's designee(s), and other NHRA or member track officials, which are final unless expressly set forth to the contrary herein.
- 6) Member track officials and personnel (including without limitation member track owners, employees, contractors, agents, vendors or others) are not agents of NHRA and operate independently of NHRA.
- 7) All decisions made by NHRA, including but not limited to those made during or incident to an event, are final and may not be appealed except as expressly subject to review herein, and such decisions may not be made the basis of a lawsuit. The participant further agrees to release and waive from liability and not to bring any action against NHRA, the event director, the event director's designee(s), any NHRA or track official, the racetrack operator, the racetrack owner, event sponsors, other NHRA sponsors, and all other event officials, for any loss, damage, or injury, including without limitation economic loss or damages, caused by any decision, erroneous or otherwise, including without limitation decisions based on malfunctioning electronic or mechanical equipment, and all whether due to negligence or otherwise.
- 8) Any dispute concerning the rules, regulations and agreements of NHRA, any decisions of NHRA or NHRA officials, any acts or omissions to act by NHRA, or any matter regarding participation in NHRA drag racing, shall be resolved exclusively pursuant to the dispute resolution procedures provided in this Rulebook. The participant agrees to indemnify and to hold NHRA harmless from any and all legal fees and costs incurred by NHRA as a result of the failure of the participant to comply with the dispute resolution procedures provided in this Rulebook.
- 9) NHRA, any racing facility, and all of their directors, officers, employees, agents or representatives have no liability to the participant, participant's personal representatives, assigns, heirs, and next of kin for any and all loss or damage and any and all claims or demands of any nature whatsoever including without limitation loss or damage to any property of the participant or property of others entrusted to the participant, whether caused by the negligence of any Releasee (as defined in Section 15.5.2 herein) or otherwise.
- 10) The participant will not initiate or maintain, directly or indirectly, any kind of civil court lawsuit related to any NHRA rule, regulation, agreement or decision, which lawsuit NHRA determines to be conduct detrimental to NHRA or the sport of drag racing. Factors considered in determining whether a lawsuit is deemed conduct detrimental to NHRA or to the sport of drag racing include, but are not limited to: the threat posed to maintaining the ability to conduct events and racing activities; the threat posed to the continued viability of the sport of drag racing; disruption to the orderly conduct of the sport of drag racing; damage to NHRA's business and reputation; loss of sponsorship opportunities; disruptions in sponsor relationships; damage to goodwill with vendors, sponsors,

customers and members; damage to racing competition; adverse effects upon the insurability of the sport of drag racing, and other damage to NHRA or the sport of drag racing.

- 11) In order to preserve the sport of drag racing, and to preserve NHRA's ability to function and exist as a sanctioning body for drag racing, NHRA must and does rely on the foregoing covenant not to sue.
- 12) NHRA would be severely damaged by breach of the covenant not to sue set forth herein.
- 13) Taking into account the many circumstances affecting the sport of drag racing, and factors that cannot be foreseen and accurately predicted by NHRA and each participant, actual damages to NHRA resulting from breach of the covenant not to sue would be impracticable and extremely difficult to determine.
- 14) In the event of any breach of this covenant not to sue involving a lawsuit filed after May 1, 2004, unless the participant prevails in the participant's lawsuit, the participant:
 - a) May be subject to permanent or temporary suspension or exclusion from NHRA events; and
 - b) Must pay all of NHRA's attorneys' fees and costs related to the lawsuit, including but not limited to fees and costs for in-house counsel (payment must be made before participation, if eligible, in any NHRA event); and
 - c) Must pay any fine assessed by NHRA, up to \$250,000 (payment must be made before participation, if eligible, in any NHRA event).

15.3.3 Compliance With NHRA Rules, Regulations And Decisions

Participant compliance with all NHRA rules, regulations and decisions is required. NHRA has the right to take action against any participant for failure to comply with any decision, rule, or regulation of NHRA, including but not limited to failure to comply with the dispute resolution procedures set forth in the Rulebook. NHRA may in its sole and absolute discretion take the action it deems appropriate in response to any such failure to comply.

In addition to imposing any specific sanctions that may be identified herein, the action taken by NHRA may include permanent suspension from NHRA events and/or NHRA member track events; private admonishment; public admonishment; temporary suspension; probation; fines; loss of points won at various events; loss of prize money won at various events; disqualification from competition in an event or events; expulsion from an event; suspension from events; permanent exclusion from NHRA events and/or NHRA member track events; some combination of the foregoing; or such other actions as NHRA shall, from time to time, determine appropriate.

15.4 FINALITY OF DECISIONS BY EVENT DIRECTOR, DESIGNEES OR OTHER EVENT OFFICIALS

NHRA has provided for a means of review of various NHRA actions and rules. In general, however, there is no provision for review of decisions of the Event Director, the event director's designee(s), or other event officials (collectively "Event Officials"). The reason such review is not provided is to ensure that there can be finality with

regard to events that are run. To provide for an appeal of all actions, inactions or decisions of Event Officials could result in a delay in the determination of literally every event. Such numerous and interminable delays would be disruptive to the sport and unacceptable to participants and spectators. While the decisions, actions or inactions of Event Officials are not appealable, NHRA reserves the right to reverse such decisions or review such actions or inactions on its own initiative if it determines, in its sole and absolute judgment, that such action is warranted.

Event Officials shall have the authority to suspend, disqualify or expel any participant from an event for violation of any of the decisions, rules, or regulations of NHRA. Because Event Officials may take actions which constitute continuing disciplinary action against participants, participants shall have the opportunity to appeal suspensions that last beyond the event in question, and fines, as provided for herein. There is no opportunity to appeal disciplinary actions completed at an event such as suspension, expulsion or disqualification from the event.

15.5 ASSUMPTION OF RISK AND RELEASE AND WAIVER OF LIABILITY

15.5.1 Assumption of Risk

Drag racing is a dangerous sport that can result in serious injury or death. Participation in all aspects of the sport is voluntary. The ultimate responsibility for participant and vehicle safety lies with the participant, vehicle owner, driver and crew members.

The participant agrees that by entering an event, the participant has had the opportunity to inspect the event site and acknowledges that the event site is safe and suitable for racing. The participant also acknowledges that by participating in the event, the participant may suffer bodily injury or death or loss or damage to property. The participant further acknowledges that the participant has voluntarily assumed the risk of bodily injury or death or loss or damage to property and waives any claims for bodily injury or death or loss or damage to property against NHRA, its directors, officers, employees and agents, event officials, event sponsors, racetrack operators and other participants; discharges such persons and entities from responsibility for such losses; and covenants not to sue such persons and entities for bodily injury or death or loss or damage to property.

15.5.2 Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement

All participants shall be required as a condition of participation to sign all required entry forms, including but not limited to such releases as shall be required by NHRA and/or its insurers, consisting of the following or similar wording. Whether or not the participant signs such releases, the participant agrees to the terms set forth below and participant is hereby put on notice of such terms and makes such agreement either by receiving this Rulebook or by participating in the sport, or both.

In consideration of being permitted to compete, officiate, observe, work for, or participate in any way in the EVENT(s) or being permitted to enter for any purpose any RESTRICTED AREA (defined as the advance staging area, burnout area, competition area, shutdown area, staging lanes, return road area, and any other area within the barriers, fences and/or structures separating the general public from racing activities), EACH OF THE UNDERSIGNED, for himself/herself, his/her personal representatives, heirs, and next of kin:

1. Acknowledges, agrees, and represents that he/she has or will immediately upon entering any of such RESTRICTED AREAS, and will continuously thereafter, inspect the RESTRICTED AREAS, which he/she enters and he/she further agrees and warrants that, if at any time, he/she is in or about RESTRICTED AREAS and he/she feels anything to be unsafe, he/she will immediately advise the officials of such and will leave the RESTRICTED AREA and/or refuse to participate further in the EVENT(S).
2. HEREBY RELEASES, WAIVES, DISCHARGES AND COVENANTS NOT TO SUE the promoters, participants, racing associations, sanctioning organizations or any subdivision thereof, track operators, track owners, officials, vehicle owners, drivers, pit crews, rescue personnel, and persons in any RESTRICTED AREA, promoters, sponsors, advertisers, owners and lessees of premises used to conduct the EVENT(S), premises and event inspectors, surveyors, underwriters, consultants and others who give recommendations, directions, or instructions or engage in risk evaluation or loss control activities regarding the premises or EVENT(S) and each of them, their directors, officers, agents and employees, all for the purposes herein referred to as "Releasees," FROM ALL LIABILITY TO THE UNDERSIGNED, his/her personal representatives, assigns, heirs and next of kin FOR ANY AND ALL LOSS OR DAMAGE, AND ANY CLAIM OR DEMANDS THEREFORE ON ACCOUNT OF INJURY TO THE PERSON OR PROPERTY OR RESULTING IN DEATH OF THE UNDERSIGNED ARISING OUT OF OR RELATED TO THE EVENT(S), WHETHER CAUSED BY THE NEGLIGENCE OF THE RELEASEES OR OTHERWISE.
3. HEREBY AGREES TO INDEMNIFY AND SAVE AND HOLD HARMLESS the Releasees and each of them FROM ANY LOSS, LIABILITY, DAMAGE, OR COST they may incur arising out of or related to the EVENT(S) WHETHER CAUSED BY THE NEGLIGENCE OF THE RELEASEES OR OTHERWISE.
4. HEREBY ASSUMES FULL RESPONSIBILITY FOR ANY RISK OF BODILY INJURY, DEATH OR PROPERTY DAMAGE arising out of or related to the EVENT(S) whether caused by the NEGLIGENCE OF RELEASEES or otherwise.
5. HEREBY acknowledges that THE ACTIVITIES OF THE EVENT(S) ARE VERY DANGEROUS and involve the risk of serious injury and/or death and/or property damage. Each of THE UNDERSIGNED also expressly acknowledges that INJURIES RECEIVED MAY BE COMPOUNDED OR INCREASED BY NEGLIGENT RESCUE OPERATIONS OR PROCEDURES OF THE RELEASEES.
6. HEREBY agrees that this Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement extends to all acts of negligence by the Releasees, INCLUDING NEGLIGENT RESCUE OPERATIONS and is intended to be as broad and inclusive as is permitted by the laws of the Province or State in which the EVENT(S) is/are conducted and that if any portion thereof is held invalid, it is agreed that the balance shall, notwithstanding, continue in full legal force and effect.

I HAVE READ THIS RELEASE AND WAIVER OF LIABILITY, ASSUMPTION OF RISK AND INDEMNITY AGREEMENT, FULLY UNDERSTAND ITS TERMS, UNDERSTAND THAT I HAVE GIVEN UP SUBSTANTIAL RIGHTS BY SIGNING IT, AND HAVE SIGNED IT FREELY AND VOLUNTARILY WITHOUT ANY INDUCEMENT, ASSURANCE, OR GUARANTEE BEING MADE TO ME AND INTEND MY SIGNATURE TO BE A COMPLETE AND UNCONDITIONAL RELEASE OF ALL LIABILITY TO THE GREATEST ALLOWED BY LAW.

15.6 LICENSURE; TECHNICAL INSPECTION; PROTEST PROCEDURES; RETENTION OF VEHICLES AND PARTS

15.6.1 NHRA License And Membership

A license issued by NHRA is to be used only by the driver to whom it is assigned and it is restricted to the categories listed on the license. The license is valid until its expiration date or until revoked by NHRA. The license is intended only to signify that the driver has demonstrated basic qualifications for drag racing classes up to and including the one in which the driver has qualified. The license does not convey a right but rather conveys a revocable privilege to participate in events. See Section 10:4 for when NHRA membership is required.

15.6.2 Technical Inspection

At a time and place and in a manner determined by Event Officials, prior to competition (including private test sessions), all vehicles and driver equipment must undergo a technical inspection, or have been inspected under the Extended Technical Inspection program. **All determinations by Event Officials regarding the timing and method of technical inspection shall be final and not subject to appeal or review. Technical inspection assists Event Officials with determining, in their judgment, eligibility for participation in an event. The technical inspection does not ensure that the vehicle or any part thereof is safe. The technical inspection does not in any way change the fact that the driver, the crewmembers, and the vehicle owner are ultimately responsible for the safety and operation of the vehicle and equipment.** By conducting a technical inspection, NHRA and its member tracks, and each of their respective directors, officers, employees and officials, make no representations, warranties, or assurances that a technical inspection, including the review of any written information, will do any or all of the following:

- 1) Detect every or any problem with a vehicle, or a driver's personal equipment or clothing; or
- 2) Detect every problem with rule compliance; or
- 3) Prevent injury, death or property damage.

The participant agrees that participant bears the ultimate responsibility at all times to ensure the safety of participant's vehicle, equipment and clothing and compliance with all NHRA rules, regulations, and agreements, including but not limited to those contained in the Rulebook. The participant agrees that participant is in the best position to know about the construction and operation of participant's vehicle, equipment, and clothing, and whether there has been compliance with all NHRA rules, regulations and agreements, including but not limited to those contained in the Rulebook. Moreover, in the case of technical violations, the participant acknowledges, understands and agrees that the participant is charged with full knowledge of every component of participant's vehicle and that even if a third party (for example, an engine builder) has caused the participant's vehicle to be noncompliant, the participant will still be responsible for and charged with any applicable violation and sanction. Disclaiming knowledge of the particular part or parts, or disclaiming knowledge of the rule or rules, or disclaiming responsibility for the actions of the third party, will not be defenses to any violation or any sanction therefor. NHRA reserves the right at any time to inspect, seal for inspection, and/or tear down a participant's vehicle. Every vehicle is subject to such further technical inspection at any time before, during or after an event, at the time and in the place and manner directed by an Event Official. Not complying in full with any

inspection request will result in disqualification for further competition and such other penalties as deemed appropriate by NHRA.

The weighing and measuring devices used by Event Officials shall be the standards that will determine an engine's or vehicle's compliance with the rules. Any latitude or tolerance must be made by the racer or engine builder. It is recommend that the following tolerances be observed by the participant to allow for a margin of error during inspection or teardown: Cylinder head or piston volume, 1 percent of 1 cc; deck clearance, .001-inch; overbore, .002-inch; vehicle weight, 1/2 of 1 percent or 20 pounds.

Contestants in all classes calculated by weight to cubic inch must claim calculated engine displacement to determine exact vehicle weight on window sticker. Any engine changes made must be reported to the NHRA Technical Department for proper registration before any further runs are made. After a competitor's vehicle has been inspected and classified, no changes of class are permitted. In order to facilitate technical inspection, NHRA may, from time to time, accept certain products as having met minimum requirements for technical inspection, test certain elements of vehicles, and certify compliance of such elements as complying with minimum requirements for technical inspections, and take other similar actions. The acceptance or certifications made by NHRA are for the sole purpose of communicating compliance to NHRA technical inspectors, and shall not constitute any warranty, express or implied, including without limitation any warranty of merchantability or fitness for a particular purpose. NHRA intends no other representation by such actions and specifically disclaims any liability or responsibility for any reliance by any person or entity upon such representations, including but not limited to any incidental or consequential damages that might be claimed as a result of reliance upon such representations.

As a general rule, unless optional performance equipment or a performance modification is specifically permitted by this rulebook, it is prohibited.

15.6.3 Retention of Vehicles and Parts

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, 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 accident; 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. 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. The rights granted to NHRA in this subsection shall also apply to any NHRA member track if deemed necessary by the member track officials.

15.6.4 Protest Procedures

Contestant protests must be filed with the proper officials the day prior to eliminations of that category or as outlined in writing before a protest will be accepted. Protests by Event Officials may be entered at any time during the event at no charge.

Protests must be accompanied by a protest fee as outlined below. Protest fee, minus Technical Department expenses, will be forfeited to the vehicle owner if the protested vehicle is found in compliance with the requirements of its class of competition. If an inspection proves a protested vehicle to be out of its proper class, fees will be refunded, less expenses, and the non-compliant entry will be subject to action as the Event Officials or Technical Department may impose, including possible disqualification, fines, suspension, and/or revocation of competition privileges.

A protested engine must be disassembled for inspection and reassembled by the vehicle owner and/or crewmembers. Failure or refusal to disassemble an engine upon demand from an Event Official will result in the removal of the vehicle from further competition and is cause for removal of the vehicle, owner, driver, and crewmembers from the racing facility and such other or further penalties as deemed appropriate by NHRA.

NHRA Xplōd Sport Compact Racing Series category protest fees:
 Cubic inch check (without removing head) \$250
 Bore and stroke only (with head removed) \$500
 Electronic devices \$600

Contestant protests may only be filed by a driver or registered vehicle owner competing in the same event and in the same eliminator category, as the vehicle being protested. NHRA reserves the right to reject any protest filed that it determines, in its sole and absolute discretion, is frivolous or intended to harass another competitor or to otherwise gain some unfair competitive advantage.

15.7 SUBSTANCE ABUSE POLICY

Enhancing the safety and integrity of NHRA drag racing is of paramount concern to the National Hot Rod Association (NHRA). Substance abuse is fundamentally inconsistent with increased safety and with the integrity of a drag racing program. Accordingly, NHRA has established this Substance Abuse Policy.

Individuals applying for a competition license or participating in NHRA national or member track events shall be deemed to have consented to any tests for prohibited substances and alcohol required by the NHRA or its designated administrator. As a condition of continued participation and/or the retention of a competition license, all drivers and officials must comply with the Substance Abuse Policy and submit to such testing procedures as may be conducted from time to time at the sole discretion of the Independent Drug Program Administrator (IDPA). Violation of the Substance Abuse Policy, or failure or refusal to submit to testing and honestly participate in any testing procedure, will result in immediate disciplinary action, which may include the cancellation of a competition license and/or denial of the privilege to participate in any NHRA sanctioned or member track event.

I. Prohibited Acts and Substances:

- A. NHRA drivers and officials are prohibited from consuming, possessing, ingesting, or otherwise using prohibited substances.

1. Prohibited substances are those substances which may adversely affect the safety or integrity of the sport of drag racing and are identified as follows: amphetamines, cocaine, marijuana, opiates, and phencyclidine (PCP).
 2. The list of prohibited substances is subject to change upon the publishing of advance notice not less than ninety (90) days prior to such change.
- B. At any time when involved in racetrack activities, drivers and officials are prohibited from being under the influence of alcohol.
 1. There shall be a “zero tolerance” policy with regard to alcohol. Any driver or official discovered to have a measurable blood alcohol content during racetrack activities shall be deemed under the influence of alcohol and shall be immediately barred from any further involvement or participation in the event. Further, he or she will be subject to disciplinary action as provided for in this Substance Abuse Policy.
 2. Nothing contained above shall preclude NHRA officials from determining that a person, without a measurable blood alcohol content, is physically unfit to participate in an NHRA event or from taking such action as the NHRA deems appropriate.

II. Random-Selection Testing:

Drivers and officials may be required to submit to urine, blood, breath, and/or saliva testing. Unannounced random tests of drivers and officials for prohibited substances and alcohol will be conducted from time to time at the sole discretion of the Independent Drug Program Administrator (IDPA). Individuals who are not selected for random tests, but who wish to voluntarily submit to testing, shall be subject to the same requirements and penalties as those who are randomly selected.

- A. Driver selection shall be made at random, with all drivers having an equal chance of selection.
- B. Race officials involved with safety or the outcome of an event shall also be subject to random testing each time random testing for drivers is conducted.

III. Reasonable-Suspicion Testing:

- A. Drivers and officials may be required to submit to urine, blood, breath, and/or saliva testing if there exists reasonable suspicion that a person may be under the influence of a prohibited substance and/or alcohol during any racetrack activity.
- B. In addition, a driver or official may be required to submit to a urine, blood, breath, and/or saliva test following any incident or accident involving injury, death, or property damage.

IV. Independent Drug Program Administrator:

- A. NHRA will designate an Independent Drug Program Administrator (IDPA) to design and implement the Substance Abuse Program nationwide.
- B. Detailed guidelines for the implementation and administration of the Substance Abuse Program are provided in the NHRA Drug Testing Policy and Procedure Manual, which is hereby incorporated in this Substance Abuse Policy by reference. Copies are available upon request.

V. Testing Laboratory:

- A. All specimen testing will be conducted at a laboratory or laboratories selected by the Independent Drug Program Administrator (IDPA) and conducted according to testing methodologies outlined in the NHRA Drug Testing Policy and Procedure Manual.
- B. Any testing laboratory used must conform to the standards established by the U.S. Department of Health and Human Services.

VI. First Positive Test Result:

Results of a first positive test will be presented to the Medical Review Officer (MRO), a licensed physician selected by the Independent Drug Program Administrator (IDPA).

A driver or official who, for the first time, tests positive for a prohibited substance or alcohol will be notified of the test results and directed, by the Medical Review Officer (MRO) to participate in counseling and/or treatment from a substance abuse professional approved by the Medical Review Officer (MRO). The driver or official shall be required, within 7 days of such notification, to 1) report to an approved substance abuse professional for evaluation as directed, and 2) voluntarily submit to urine, blood, breath, and/or saliva testing which yields a negative test result for a prohibited substance or alcohol. Should such driver or official refuse or fail, within the time specified, to fully comply with the requirements listed above, NHRA will be notified of the verified positive result and the MRO referral to a substance abuse professional. The driver or official will then immediately be suspended from participation in any NHRA event until the requirements listed above are fully complied with. Thereafter, should the driver or official refuse or fail to participate in the directed treatment program or fail to successfully adhere to all treatment program requirements, such refusal or failure shall be reported by the Medical Review Officer (MRO) or Independent Drug Program Administrator (IDPA) to the NHRA and shall be deemed a first reported violation.

VII. First Reported Violation:

A first reported violation shall be deemed a violation of the provisions of Section I of this policy. The penalties for a first reported violation shall be:

1. Suspension from participation in any NHRA Championship Drag Racing sanctioned event and any NHRA member track event for a period of one (1) year.
2. A fine of \$2,500. All fines must be paid, in full, before the privilege of participation will be reinstated.

In addition to the invoked penalties, the driver or official will be required to complete the treatment and/or counseling recommended by the substance abuse professional prior to resuming participation in any NHRA events.

VIII. Second or Subsequent Positive Test Result:

Results of a second or subsequent positive test will be presented to the Medical Review Officer (MRO). Upon receipt, the Medical Review Officer (MRO) or Independent Drug Program Administrator (IDPA) shall report the second or subsequent positive test result to NHRA, which shall be deemed a second or subsequent reported violation.

IX. Second or Subsequent Reported Violation:

A second or subsequent reported violation shall be deemed a violation of Section I of this policy.

The penalty for a second or subsequent violation shall be permanent suspension from participating in any NHRA Championship Drag Racing sanctioned event and any NHRA member track event.

X. Noncompliance:

A driver or official who commits any of the following acts or omissions shall be deemed to be in noncompliance of the Substance Abuse Policy. For a first-time noncompliance, such driver or official shall be subject to the same penalties imposed under Section VII; for a second or subsequent noncompliance, the penalties imposed under Section IX shall apply. Noncompliance shall be:

1. Refusing to submit to a urine, blood, breath, and/or saliva test under any provision of this policy;
2. Attempting to or falsifying, altering, or otherwise tampering with any test sample;
3. Attempting to or falsifying, altering, or otherwise tampering with any documentation related to this Substance Abuse Policy;
4. Attempting to or withholding required information;
5. Refusing or failing to comply with any other procedures related to the Substance Abuse Program Testing.

XI. Appeals:

- A. Except as otherwise provided herein, applicable provisions of this NHRA Rulebook regarding appeals shall apply.
- B. Appeal of disciplinary actions levied under this policy:
 1. Appeal of disciplinary actions imposed by NHRA must be made, in writing, and within thirty (30) days of notification of the penalty, to the NHRA, c/o Appeals. Specific procedures for such an appeal are provided elsewhere in this NHRA Rulebook.
 2. There shall be no provision to allow a person to participate in any NHRA Championship Drag Racing sanctioned event or member track event while appealing a suspension related to the use or abuse of a prohibited substance or alcohol.
- C. Any Notice of and Grounds for Appeal brought under this Substance Abuse Policy shall include a \$1,500 filing fee, which shall be nonrefundable unless the Appeals Panel decides the appeal in favor of the participant.

XII. Release of Information:

NHRA reserves the right to release and disclose the results of any substance abuse test performed under this policy, details pertaining to the violation, together with any medical information, conclusions, and interpretations related to such test results or the performance of such tests.

XIII. Waiver and Hold-Harmless Agreement:

Each participant hereby agrees to hold harmless NHRA, its directors, officers, employees and officials, the racetrack operator and event sponsors, the Independent Drug Program Administrator (IDPA), and all other persons involved in the administration of the program, and agrees to waive all claims against such persons for any damages, losses, or expenses of any kind that might result directly or indirectly from the NHRA Substance Abuse Policy or its implementation, including, but not limited to, actions that NHRA might take in reliance upon information produced through the Substance Abuse Testing Program.

For more information, call First Lab, Independent Drug Program Administrator, (800) 732-3784; in Canada, (215) 540-1651.

15.8 RULE ENFORCEMENT; REVIEW AND APPEALS; EXCLUSIVE MECHANISM FOR DISPUTE RESOLUTION

15.8.1 Actions Against Participants – Initial Action

If NHRA is made aware of a violation of the decisions, rules, or regulations of NHRA, NHRA shall determine whether action by NHRA is warranted. Before taking action against a participant NHRA shall, to the extent reasonably practicable, conduct an inquiry concerning the alleged violation, including the collection of relevant information. Where reasonably practicable NHRA will obtain a statement from the participant before taking action however, it shall not be necessary to receive a statement from the participant prior to initiating action against the participant. Having conducted a review of the information, NHRA shall take whatever action it shall, in its sole and absolute discretion, deem appropriate. NHRA may take immediate action against a participant if NHRA deems such action necessary (e.g. because of danger to participants, spectators, or property, or to avoid continuing violations). Such action may include suspension, disqualification or expulsion of the participant from an event and the event site.

15.8.2 Statement of Action Against Participant

When action is taken against a participant a Statement of Action Against Participant will be issued in due course by the Technical Department or another appropriate NHRA department or official depending upon the nature of the alleged violation of any decision, rule or regulation, or of any sanction.

The Statement of Action Against Participant shall outline the violation. The participant will have the opportunity to respond to the Statement of Action Against Participant as described below. No action taken by NHRA shall be automatically delayed pending issuance of the Statement of Action Against Participant, however, NHRA may, in cases where immediacy is not required, provide a reasonable delay in implementation of any action or sanction so that the participant may respond (as outlined below) to the Statement of Action Against Participant before implementation of the action or sanction.

15.8.2.1 Stay Pending Appeal

A participant who is eligible to and does appeal a suspension or termination of the opportunity to participate in NHRA events, or a fine, may request a stay of the action, in writing, until the review or appeal is concluded. Requests should be sent to NHRA Review/Appeals; P.O. Box 5555; Glendora, CA 91741-4602, or of by carrier requiring a street delivery address, to NHRA Review/Appeals; 2035 Financial Way; Glendora, CA 91741.

NHRA will respond in writing and may grant, grant with conditions, or deny the stay in its sole and absolute discretion. NHRA may revoke a stay during the pendency of the review or appeal if NHRA deems such revocation appropriate and in the best interests of NHRA or the sport of drag racing. A participant suspended, disqualified or expelled from an event will not be permitted to compete at the same event by filing an immediate request for review or appeal.

15.8.2.2 Compliance and Publication

Except during the pendency of a stay as provided in Section 15.8.2.1 above, if a participant is required to pay a fine or take any remedial action, the participant may be suspended from NHRA events and/or NHRA member track events until the fine is paid or

the remedial action taken. Failure to pay fines or take remedial action in a timely fashion may result in additional action being taken by NHRA. NHRA may deduct fines owed by the participant to NHRA from any prize money owed to a participant.

NHRA at all times may publish in *National DRAGSTER* and on NHRA.com information regarding all or part of any Statement of Action Against Participant, including without limitation suspension, disqualification, expulsion and/or fines, and all related items including appeals and results of appeals. Publication may occur whether or not an appeal may be or has been filed. Participants agree that they shall not initiate any legal action against NHRA as a result of any such publication.

15.8.3 Actions Against Participants – Participant’s Response

As a first step in the appellate process regarding any appealable violation of any NHRA rule, regulation or decision, the participant may respond, in writing, which writing must be received by NHRA within **ten (10) business days** of the date of the Statement of Action Against Participant, to the Statement of Action Against Participant, explaining the participant’s position and the basis therefor (“Participant’s Response to Statement of Action Against Participant”). If the participant submits a Participant’s Response to Statement of Action Against Participant, NHRA will evaluate it, and NHRA may, in its sole and absolute discretion, modify the action to be taken against the participant if it determines that a different action or no action is warranted. Within **ten (10) business days** of NHRA’s receipt of the Participant’s Response to Statement of Action Against Participant, NHRA shall respond to the Participant’s Response to Statement of Action Against Participant in writing, unless NHRA requires more time to conduct any investigation or analysis it deems necessary, in which case NHRA shall respond as promptly as practicable under the circumstances. (“NHRA’s Response to Statement of Action Against Participant”). If applicable, NHRA’s Response to Statement of Action Against Participant shall advise the participant of participant’s right to further appeal the decision, as set forth below.

15.8.4 Actions Against NHRA; Appeal Of NHRA Decisions

As stated in Section 15.4 above, decisions of Event Officials as described in Section 15.4 shall not be subject to review or appeal. In addition, rule changes that are technical in nature (e.g., acceptable and/or mandatory parts and/or modifications, changes made to address safety issues, changes made to equalize performance or control performance, changes made to balance competition) shall not be subject to review or appeal. Whether a rule change is technical in nature and not subject to review or appeal shall be determined in the sole and absolute judgment of NHRA.

Other than as set forth above, if an individual or other entity is directly affected by and is the subject of a decision, ruling, action, or failure to act of NHRA, including but not limited to disciplinary action, the individual or entity will be allowed to appeal the decision, ruling, action or failure to act of NHRA. Such appeals shall be undertaken as provided in this Section 15.

At any stage of appeal, the panel reviewing the decision, ruling, action or failure to act at issue shall not include individuals who were involved in the initial decision, ruling, action or failure to act or individuals who have a personal interest in the decision of the reviewing panel.

Failure to comply with any appeal procedure herein will constitute a waiver of the appeal associated with the procedure and any subsequent review or appeal. For participants who have received a Statement of Action Against Participant, the first step in the appellate process is submission of the Participant's Response to Statement of Action Against Participant, as set forth in section 15.8.3 above. For participants appealing a decision of NHRA for which no Statement of Action Against Participant was issued, the first step in the appellate process is submission of the Notice of and Grounds for Appeal, as set forth in section 15.8.5 below.

15.8.5 Notice Of and Grounds for Appeal

If a participant has received and responded in writing to a Statement of Action Against Participant, and wishes to appeal an appealable decision set forth in NHRA's Response to Statement of Action Against Participant, the participant must submit a written Notice of and Grounds for Appeal to NHRA so that it is received by NHRA within **ten (10) business days** of the date of NHRA's Response to Statement of Action Against Participant. The Statement of Action Against Participant will indicate the person or department of NHRA to whom the response should be directed.

For those participants appealing a decision of NHRA for which no Statement of Action Against Participant was issued (for example, a decision not involving a disciplinary or rule violation matter), the participant must submit a written Notice of and Grounds for Appeal so that it is received by NHRA within **fifteen (15) calendar days** of the date of the NHRA action the participant wishes to appeal.

The Notice of and Grounds for Appeal should be addressed to NHRA Review/Appeals; P.O. Box 5555; Glendora, CA 91741-4602, or if by carrier requiring a street delivery address, to NHRA Review/Appeals; 2035 Financial Way; Glendora, CA 91741.

The Notice of and Grounds for Appeal must state specifically what decision or action is being appealed and the grounds for the appeal (i.e., why the decision or action should be changed). The Notice of and Grounds for Appeal shall include a filing fee pursuant to the schedule shown below.

Substance Abuse	\$1,500
All other matters	\$1,000

If the participant seeking review prevails in total, then the filing fee shall be refunded in total. Otherwise, there shall be no refund, and NHRA or the appellate panel may assess NHRA's and the panel's costs on appeal against an appealing participant who does not prevail, which costs must be paid before further participation in NHRA drag racing as set forth in Section 15.8.2.2.

The Notice of and Grounds for Appeal should include, to the maximum extent possible, all documents and other evidence that the participant believes substantiates the participant's position and that the participant wishes to have considered by NHRA. The Notice of and Grounds for Appeal should include the following:

- A summary of the underlying facts
- The grounds for the appeal including why the appeal is being made
- The issues to be reviewed
- The rule(s), decision(s) or action(s) involved
- The identity of any witnesses, and what each witness would be expected to say, and/or witness statements

- Any citations from the Rulebook or elsewhere that participant believes are relevant
- Other information that the participant believes relevant.

Within **fifteen (15) calendar days** of receipt of the Notice of and Grounds for Appeal, the appropriate NHRA representative(s) shall submit the following, and provide a copy of the same to the appealing participant:

- A summary of the underlying facts, including the background and prior proceedings (if any) and the basis for the original decision
- The issues to be reviewed
- The rule(s), decision(s) or action(s) involved
- The identity of any witnesses, and what each witness would be expected to say, and/or witness statements
- Any citations from the Rulebook or elsewhere believed to be relevant
- Other information believed relevant

15.8.6 Review Panel

Within **thirty (30) calendar days** of NHRA's receipt of any Notice of and Grounds for Appeal, at least three members of the standing NHRA Review Panel (which members shall be referred to as the "Reviewing Panel") shall convene and shall review the existing record, including all evidence and materials submitted by the participant with participant's Notice of and Grounds for Appeal and all evidence and materials submitted by the appropriate NHRA representatives.

The Reviewing Panel shall review the Notice of and Grounds for Appeal. The procedure followed by the Reviewing Panel shall be informal, shall be guided by the chair of the Reviewing Panel, and shall be conducted with the goal of promptly and fairly reaching resolution of the appeal. The Reviewing Panel may, if it deems it appropriate, arrange a meeting or conference call with the aggrieved participant and/or the other concerned parties or witnesses, and also may question witnesses, call additional witnesses, call for additional information or evidence, and/or conduct informal investigation outside the hearing. The appealing participant and other participants called on for information shall cooperate with the Reviewing Panel's requests and shall be subject to discipline for failure to cooperate. The Reviewing Panel shall not be required to follow formal or statutory rules of evidence or procedure.

The Reviewing Panel may take such action as it deems appropriate, including but not limited to increasing or decreasing penalties that have been imposed by NHRA. Within **thirty (30) calendar days** of the completion of its review, the Reviewing Panel shall render its decision in writing to the appealing participant ("Review Panel Decision").

15.8.7 Final Appeal

If the participant alleges the Review Panel Decision was in error, the participant may submit a Notice of Appeal of Review Panel Decision which must be received by NHRA within **ten (10) business days** of the date of the Review Panel Decision. This is the third stage of review for those appealing a decision where a Statement of Action Against Participant was rendered, and the second stage of review for others. This stage of review shall be the final appeal ("Final Appeal").

The Notice of Appeal of Review Panel Decision submitted by the appellant must contain all information on which the appellant relies for the appeal including without limitation a list of witnesses and evidence to be presented at the Final Appeal Hearing, and must state all reasons why the appellant is seeking further appeal including any errors claimed by appellant to have been made by the Review Panel.

The Notice of Appeal of Review Panel Decision should be addressed to NHRA Review/Appeals; P.O. Box 5555; Glendora, CA 91741-4602, or if by carrier requiring a street delivery address, to: NHRA Review/Appeals; 2035 Financial Way; Glendora, CA 91741.

After receipt of a Notice of Appeal of Review Panel Decision, NHRA will appoint a three-member appellate panel comprised of the following: One member of NHRA's management staff, and two members of the racing community who are not current NHRA employees ("Final Appeal Panel"). The non-NHRA employee members of the Final Appeal Panel shall meet the following requirements: (a) they shall not have been involved as a competitor of the participant in NHRA events in the given calendar year; (b) they shall not have a personal financial interest in the outcome of the Final Appeal; and (c) they shall not have an actual conflict of interest with the appealing participant.

The appealing participant shall have **five (5) business days** after the date of disclosure of the identities of the members of the Final Appeal Panel to object, if the participant chooses, to the composition of the Final Appeal Panel in writing and stating the grounds for such objection. NHRA shall have **fifteen (15) business days** to respond to such objection, if any, by either reconstituting the Final Appeal Panel or by rejecting the objection as untimely or unfounded.

The decision of the Final Appeal Panel shall be final and binding on all of the parties and not subject to further review.

The Final Appeal Panel shall set a time and place for the Final Appeal Hearing. The Final Appeal Hearing must be attended in person by the appealing participant at the appealing participant's sole cost and expense. The Final Appeal Panel shall inform the appellant of the date, time, and place for the Final Appeal Hearing and shall attempt to accommodate scheduling conflicts. The date of the Final Appeal Hearing shall be no more than **thirty (30) calendar days** from the date of NHRA's receipt of the Notice of Appeal of Review Panel Decision. No later than **10 days prior** to the date of the Final Appeal Hearing, NHRA shall provide the appellant and the Final Appeal Panel with a list of witnesses and evidence to be presented at the Final Appeal Hearing. Either party may supplement with further information but all efforts should be made to be complete at the party's designated time to provide information.

Prior to the Final Appeal Hearing the Final Appeal Panel will review whatever information has been provided to it by each side. At the Final Appeal Hearing, the appealing participant may appear on participant's own behalf or may be represented by counsel. The appealing participant and NHRA may present witnesses and documentary or other evidence. All witnesses, including the appealing participant, may be questioned by the Final Appeal Panel. The appealing participant and the NHRA representative(s) may also review the evidence presented against each side and may question adverse witnesses. The Final Appeal Hearing will proceed, in general, as follows:

- Introduction of Final Appeal Panel
- Statement by NHRA representative(s) regarding issue at hand
- NHRA witnesses and evidence
- Statement by appellant of basis for appeal
- Appellant's witnesses and evidence
- Responsive statements and evidence by each party, as necessary

The Final Appeal Hearing proceeding is informal and shall not be conducted as an adversary proceeding. The Final Appeal Panel shall determine the most effective procedures for developing the relevant facts and arriving at a conclusion. The Final Appeal Panel may question witnesses, call additional witnesses, call for additional information or evidence, and/or conduct informal investigation outside the hearing. The appealing participant and other participants called on for information shall cooperate with the Final Appeal Panel's requests and shall be subject to discipline for failure to cooperate. The Final Appeal Panel shall not be required to follow formal or statutory rules of evidence or procedure. In considering an appeal, it may be necessary for the Final Appeal Panel to call various participants to appear at the Final Appeal Hearing. Failure to comply with a request by the Panel to appear at such a hearing shall subject a participant to disciplinary action as may be determined appropriate by NHRA.

At the conclusion of the Final Appeal Hearing, the Final Appeal Panel may render a decision or may take the matter under advisement and render a decision at a later date. The decision of the Final Appeal Panel shall be rendered within 30 days of the Final Appeal Hearing unless additional time is required by the Final Appeal Panel to gather important and relevant information. The decision of the Final Appeal Panel shall be in writing and shall state the basis of the decision. The Final Appeal Panel may take such action as it deems appropriate, including but not limited to increasing or decreasing penalties that previously have been imposed.

The participants to the appeal agree that the determination of the Final Appeal Panel shall be final and shall not be further appealable to the NHRA or to any court, it being agreed that the dispute resolution procedures provided for herein are the exclusive remedy for the redress of grievances. However, if and to the extent that the Final Appeal Panel makes any ruling that changes the results of races, the awarding of points or the awarding of prize money, that portion of the decision must be approved or disapproved by the President of NHRA.

15.9 PUBLICITY

In consideration of being allowed to enter and by being issued credentials to an NHRA event or an event at an NHRA member track, the vehicle owner, the vehicle driver, crewmembers, extra crewmembers, advertisers, sponsors, and other holders of event credentials (the "participants") agree as follows:

- 1) All rights to advertising, promotion, filming, recording, exhibition, and other exploitations of the event, the participants and vehicles entered in the event, and their activities at the site of the event before, during, and after the event and reasonably related to the event, reserved to NHRA and its assigns;

- 2) Participants hereby grant NHRA and its assigns (a) full and unconditional permission to make still or motion pictures and any other type(s) of audio or visual recordings of their and their vehicle's participation in the event and their activities at the site of the event before, during, and after the event and reasonably related to the event; and (b) the exclusive, worldwide and perpetual rights to use the same, together with their names, likeness, and biographies of participants, and the names, likeness, and date of, or relating to, their entered vehicles for publicity, advertising, exhibition or exploitation, whether or not for profit, in print, audio, video, and other communications media by reproduction and sale or other distribution by any and all means now known or hereafter developed;
- 3) Participants agree: (a) that, without the prior written consent of NHRA, they shall not take any still or motion pictures or make any audio or visual recording of the event, participants therein, or activities at the site of the event for use other than personal, in-home use of the participant, or cause or permit others to do so or to use the same; (b) that NHRA shall have exclusive, worldwide, perpetual, and universal use of any pictures or recordings made or used in violation of this paragraph; and (c) that NHRA shall be irreparably harmed by the making or use of such pictures or recordings in such fashion without such permission.
- 4) Participants agree that, without the prior written consent of NHRA, they shall not offer for sale, sell, give away, or otherwise distribute at the site of the event any token, any souvenir, any product, or thing of value, or permit others to do so, and that NHRA shall be irreparably harmed by a violation of this paragraph.

15.10 PROPRIETARY RIGHTS

NHRA owns all rights in the "National Hot Rod Association" and "NHRA" name and marks, which are registered with the United States Patent and Trademark Office (Registration Nos. 2,220,219; 2,221,363; 1,293,428; and 1,295,041). In addition, the names National Hot Rod Association, NHRA, NHRA POWERade Drag Racing Series, NHRA Lucas Oil Drag Racing Series, NHRA Summit Racing Series, NHRA Championship Drag Racing, the "Wally" name and trophy, and other names used by NHRA, and all NHRA trademarks, service marks and trade names, as well as all associated marks, logos, designs, emblems, slogans and indicia, and the images and sounds created by and used by NHRA racing and events (collectively "NHRA Property"), are the property of NHRA or used by permission. The NHRA Property (or any colorable imitation, variation or adaptation thereof) is subject to federal and state statutory and common law trademark and copyright protections. Use of any NHRA Property without permission is prohibited. Racers and race teams are granted a non-exclusive license with no right of assignment or sublicense to use the "National Hot Rod Association" and "NHRA" marks, and Series marks as specified and required in this Rulebook, on certain items such as team uniforms and race vehicles, for race team use solely in connection with NHRA racing and events and not for use on point of sale materials or any item that is sold or resold unless pursuant to a separate written license agreement with NHRA. For guidance on permitted logo usage consult the NHRA Marketing Department. Commercial use of any NHRA Property without permission is strictly prohibited. All use of NHRA Property shall inure to the benefit of NHRA.

Photo credentials governed by NHRA Photo Policy; strict compliance required; noncompliance may result in permanent denial of credential requests. Policy available at http://media.nhra.com/photo_credential. Media photography restricted to news use only. Commercial photography of any means or nature without prior written consent of NHRA prohibited. To inquire about license/access agreements or to license footage, contact Jim Trace, jtrace@nhra.com.

Any commercial activity on site at an NHRA event is subject to the approval of NHRA and may be discontinued, and the participating parties made to leave the premises, if the activity is not approved or deemed not in the best interests of the sport.

15.11 CONTINGENCY AWARDS

All competitors have the opportunity to participate in NHRA's contingency programs. Programs administered from NHRA headquarters are advertised on nhrasportcompact.com.

To become eligible for sponsor awards, competitors must have purchased and be prepared to show proof of the product claimed. Competitors must also adhere to the specific decal-display requirements as follows:

1. Must be exact size and design of company's contingency decal (36-square-inch maximum).
2. One decal required for each product posting if applicable, prominently positioned on outer surfaces, clearly visible on both sides of vehicle beginning with the first round of eliminations. Decals placed on vehicles once eliminations have begun will not be granted verification. Stacking requires sponsor's permission to ensure eligibility for advertised awards (contact sponsor).
3. Exact facsimile of sponsor's contingency decal (size, color, design) required if painted-on version is used (contact sponsor).
4. For each category posting, only one decal is permitted. Decals from competing companies for the same product will void all claims for the product.
5. Knowingly claiming a product(s) that is/are not in use on the vehicle for which the claim was made is defined as a fraudulent claim.

Claims that do not comply with all contingency program requirements will subject the participant to disciplinary action in the sole and absolute discretion of NHRA.

Decals are available from the product manufacturer. Eliminator winners and runners-up must submit to a product and decal verification in the manner required by NHRA's Technical staff in its sole and absolute discretion.

Cubic Inch Displacement

CID = bore x bore x stroke x 0.7854 x number of cylinders

• **Horsepower** = (RPM x torque)/5,252

• **Torque** = (5,252 x HP)/RPM

• **Valve Area** = valve diameter x valve diameter x .7854

• **Rod Ratio** = rod length/crank stroke length

• **Average Piston Speed** = crank stroke x RPM/6

• **Rear Gear Ratio** = (RPM at finish line x tire diameter)/(MPH x 336)

• **Volume (cc's) of deck clearance**

= bore x bore x 12.87 x depth of deck clearance

• **Volume (cc's) of head gasket**

= bore x bore x 12.87 x thickness of head gasket

Compression Ratio =

comb chamber cc's + gasket cc's +
deck CI cc's + (displacement x *2.0483)

comb chamber cc's + gasket cc's +
deck CI cc's

* 2.0483 for 8-cyl. * 2.7311 for 6-cyl. * 4.0967 for 4-cyl.

• **Circumference** = π x diameter

• **Area of circle** = π x radius²

• **Volume of cylinder** = π x radius² x height

$\pi = pi$ $\pi = 3.1416$ $radius^2 = radius \times radius$

Weights:

Oil 1 gallon = 7.0 pounds 1 quart = 1.75 pounds

Gas 1 gallon = 6.2 pounds 1 quart = 1.55 pounds

Water 1 gallon = 8.4 pounds 1 quart = 2.10 pounds

Metric and Standard Conversion

The metric system is a decimal system of measurements used in scientific work for measuring length, weight, and volume. These basic units are modified with prefixes to express the units as larger or smaller quantities. Some of the common prefixes are:

Kilo: one thousand (1000)

Deci: one-tenth (0.1)

Centi: one-hundredth (0.01)

Milli: one-thousandth (0.001)

Micro: one-millionth (0.000001)

Length

1 kilometer (km) = 1,000 meters = 3,280.83 feet = .6215 mile

1 meter (m) = 100 centimeters = 39.37 inches = 1.09 yards

1 decimeter (dm) = 3.937 inches

1 centimeter (cm) = .3937-inch

1 mile = 1.609 kilometers

1 inch = 2.54 centimeters

1 yard = .91 meters

1 inch = 25.4 millimeters

Mass

1 kilogram (kg) = 1,000 grams (g) = 2.2045855 pounds

1 pound = 453.6 grams 1 ounce = 28.35 grams

1 gram = 1,000mg

kilograms x 2.20 = pounds pounds / 2.20 = kilos

Volume

1 liter (l) = 1,000 cubic centimeters (cc) = 61.025 cubic inches

1 cubic inch = 16.387 cubic centimeters

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It's true!

You'll get 12 selected issues of NHRA's award-winning weekly newsmagazine, *National DRAGSTER*. Each will include coverage of the NHRA Xplōd Sport Compact Racing Series.



FAQ

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Which 12 issues of ND will I get?

The 2006 schedule includes a season preview, coverage of each event in the series, and a year-end review. (Schedule subject to change.)

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What else will I get?

You'll receive an official membership decal, an official membership card, and coverage from NHRA's \$485,000 excess medical insurance policy.** (Contents of membership kit may vary.)

Mail to: NHRA Membership, P.O. Box 5555, Glendora, CA 91740-0950

YES, sign me up! 1 year (\$19.95*), U.S. residents

Make check or money order payable to NHRA.

Do not send cash. (U.S. Funds only).

If renewing, please write membership number on form.

Name _____ Member No. if renewing _____

Address _____

City _____ State _____ ZIP _____

Phone () _____ Date of Birth _____

E-mail address _____

Check or Money Order enclosed OR Charge it! (Complete information below)

Credit Card No. _____

Expiration Date _____

Signature _____

*U.S. Funds only. Prices slightly higher outside U.S.; call (626) 250-2490 or go to NHRASportCompact.com for information.

**Coverage is, at all times, subject to the terms, conditions, and exclusions of the master insurance policy. See NHRA.com for details.

SFI SPECIFICATIONS

Following is a list of all SFI Specifications applicable to NHRA Championship Drag Racing, with respective expiration periods. An item with an expiration period must be returned to the original manufacturer for inspection and recertification at the end of this period before it can be permitted for further use at an NHRA event.

SFI SPEC	DESCRIPTION	EXPIRATION PERIOD
1.1	Single-Disc Clutch & Flywheel Assembly	2 years
1.2	Multi-Disc Clutch & Flywheel Assembly E.T. through Comp, PS	2 years
1.5	Multi-Disc Clutch Assembly (with Power Adders)	1 year
3.2A/1	Jacket	
3.2A/5	Jacket (and Pants Where Applicable)	
3.2A/15	Jacket and Pants or Suit	5 years
3.2A/20	Driver's Suit	5 years
3.3	Neck Collar and Head Sock	
3.3/1	Gloves, Shoes	
3.3/5	Gloves, Shoes, Boots	
3.3/15	Gloves, Boots	
4.1	Automatic Transmission Shield, Rigid	5 years
4.1	Automatic Transmission Shield, Flexible	2 years
6.1	Flywheel Shield, Spec 1.1 & 1.2 (2-Disc Max) Clutch	5 years
6.2	Flywheel Shield, Spec 1.2, 1.3 & 1.4 Clutch (Check with Manufacturer; May Be Only 1 Year)	2 years
6.3	Flywheel Shield, Spec 1.2, 1.3 & 1.4 Clutch (Check with Manufacturer; May Be Only 1 Year)	2 years
9.1	Flywheel Blanket, Spec 1.1 & 1.2 (2-Disc Max) Clutch	2 years

14.1	Supercharger Restraint (Roots)	2 years
14.2	Supercharger Restraint (Roots)	2 years
14.21	Supercharger Restraint (Screw-Type)	2 years
16.1	3-Inch Driver Restraint System	2 years
17.1	Onboard Fire Extinguishing Systems	2 years
18.1	Harmonic Balancer	
25.1E	SFI Full Body Chassis Spec, Advanced E.T., Pro RWD	1 year
25.2	Full-Bodied Car, Tube Chassis Roll Cage, 2,800 - 3,000 Pounds, 6.00 and Slower	1 year
25.4	Full-Bodied Car, Tube Chassis Roll Cage 7.50-8.49, 3,600-Pound Maximum	3 years
25.5	Full-Bodied Car, with OEM frame 7.50-8.49, 3,600-pound maximum	3 years
27.1	Window Net (Mesh)	2 years
28.1	Fuel Cell	
29.1	Automatic Transmission Flexplate	3 years
30.1	Automatic Transmission Flexplate Shield	5 years
31.1/2005	Full-Face Helmet	
31.1A	Open-Face Helmet (Snell SA Rating)	
31.2A	Full-Face Helmet (Snell SA Rating)	
34.1	Supercharger, Screw-Type	3 years
40.1/1	Motorcycle Rider's Suit	
41.1/2005	Open-Face Helmet	
41.1A	Open-Face Helmet (Snell M Rating)	
41.2A	Full-Face Helmet (Snell M Rating)	
42.1	Steering-Wheel Hub	
45.1	Roll-Bar/Cage Padding	

NHRA Xplōd Sport Compact Racing Series Accepted Bodies by Class

as of Oct. 25, 2005

Make/Model	ET/ Quick16	ST STK/ SFWD	SRWD	AM	HR	MOD	PFWD	PRWD
Acura								
Integra	yes	yes		yes	yes	yes	yes	
Legend	yes					yes		
NSX	yes		yes			yes		yes
RSX	yes	yes		yes	yes	yes	yes	
Vigor	yes					yes		
CL	yes					yes		
TL	yes					yes		
TSX	yes	yes				yes		
Audi								
A4	yes		yes	yes		yes		
TT	yes		yes	yes		yes		
BMW								
3 series	yes		yes			yes		
5 series	yes					yes		
MINI	yes	yes					yes	
Z3	yes		yes			yes		
Chevrolet/Pontiac								
Cavalier	yes	yes		yes	yes	yes	yes	yes
Cobalt	yes	yes		yes	yes	yes	yes	yes
Grand Am	yes							
Sunfire	yes	yes		yes	yes	yes	yes	
Fiero	yes			yes		yes		
Vibe	yes							
Sprint	yes							
Chrysler								
Avenger/Sebring	yes	yes		yes	yes	yes	yes	
Cirrus/Stratus	yes	yes				yes	yes	yes
Laser	yes	yes	yes	yes	yes	yes	yes	
Neon	yes	yes		yes	yes	yes	yes	
Omni/Horizon	yes	yes		yes	yes		yes	
PT Cruiser	yes							
Prowler	yes							
Stealth	yes		yes			yes		
Datsun/Nissan								
200SX	yes	yes		yes	yes	yes	yes	
240SX	yes		yes			yes		
210/510/610/710	yes		yes			yes		
350 Z	yes		yes			yes		yes
Z Car	yes		yes			yes		
Maxima	yes					yes		
Skyline	yes					yes		
Altima	yes	yes		yes	yes	yes	yes	
Sentra	yes	yes		yes	yes	yes	yes	
Silvia	yes					yes		
Pulsar	yes			yes			yes	
Pathfinder	yes							
Pickup	yes							

Make/Model	ET/ Quick16	ST STK/ SFWD	SRWD	AM	HR	MOD	PFWD	PRWD
Eagle								
Talon	yes	yes	yes	yes	yes	yes	yes	
Ford/Mercury								
Contour	yes							
Cougar (99-up)	yes	yes		yes	yes	yes	yes	yes
Focus	yes	yes		yes	yes	yes	yes	
Escort	yes	yes		yes	yes	yes	yes	
Escapade	yes							
Probe	yes	yes		yes	yes	yes	yes	
Lynx	yes	yes						
Explorer/Mountaineer	yes							
Mystique	yes							
Tracer	yes							
Ranger	yes							
Anglia	yes							
Geo								
Metro	yes	yes		yes	yes		yes	
Storm	yes	yes		yes	yes		yes	
Prizm	yes							
Tracker	yes							
Honda								
Accord	yes	yes		yes	yes	yes	yes	
Civic	yes	yes		yes	yes	yes	yes	yes
CRX	yes	yes		yes	yes		yes	
Del Sol	yes	yes		yes	yes		yes	
Insight	yes	yes		yes	yes		yes	
Prelude	yes	yes		yes	yes		yes	
CRV	yes							
Odyssey	yes							
S2000	yes		yes	yes		yes		
Hyundai								
Accent	yes	yes		yes	yes	yes	yes	
Elantra	yes	yes		yes	yes	yes	yes	
Excel	yes	yes		yes	yes	yes	yes	
Tiburon	yes	yes		yes	yes	yes	yes	
Infiniti								
G series	yes		yes			yes		yes
I series	yes							
Isuzu								
Axiom	yes							
I-Mark	yes	yes		yes	yes	yes	yes	
Impulse	yes			yes	yes	yes	yes	
Stylus	yes			yes	yes	yes	yes	
Kia								
Sportage	yes							

Make/Model	ET/	ST STK/		AM	HR	MOD	PFWD	PRWD
	Quick16	SFWD	SRWD					
Lexus								
IS300	yes					yes		
GS300	yes					yes		
SC300	yes		yes			yes		
SC400	yes					yes		
SC430	yes					yes		
Mazda								
323	yes	yes		yes			yes	
626	yes			yes		yes	yes	
Mazda 3	yes	yes		yes	yes		yes	
Mazda 6	yes	yes		yes	yes		yes	
RX-3	yes		yes	yes		yes		
RX-4	yes		yes	yes		yes		
RX-7	yes		yes	yes		yes		yes
RX-8	yes		yes	yes		yes		yes
R100	yes		yes	yes		yes		yes
Protégé	yes	yes			yes		yes	
Miata	yes		yes	yes		yes		
MP3	yes	yes		yes		yes		yes
MX6	yes	yes		yes	yes	yes		yes
B-series Pickup	yes							
Navajo	yes							
Tribute	yes							
Mercedes								
C-class	yes		yes			yes		
SLK	yes							
CLK	yes							
Mitsubishi								
Evolution	yes		yes			yes		
3000GT	yes					yes		
Lancer FWD	yes	yes		yes	yes		yes	
Eclipse	yes	yes	yes	yes	yes	yes	yes	yes
Mirage	yes			yes	yes			
Diamante	yes							
Montero	yes							
Starion/Conquest	yes		yes			yes		
Oldsmobile								
Achieva	yes	yes		yes	yes			
Alero	yes	yes		yes	yes			
Cutlass (FWD only)	yes							
Saturn								
Ion	yes	yes		yes	yes	yes	yes	
SC, SL, SW	yes	yes		yes	yes	yes	yes	
Scion								
xA	yes	yes		yes	yes	yes	yes	
xB	yes							
tC	yes	yes		yes	yes	yes	yes	yes

Subaru								
Brat							yes	
Legacy							yes	
Outback							yes	
Impreza							yes	yes
WRX							yes	yes
Forrester							yes	
Toyota								
Aristo							yes	
Altezza							yes	yes
Camry		yes					yes	yes
Celica		yes					yes	yes
Corolla							yes	yes
Echo							yes	
Supra							yes	yes
Matrix							yes	
MR2							yes	yes
Prius							yes	
Rav4							yes	
4Runner							yes	
Solara		yes					yes	yes
Starlet							yes	yes
Tacoma							yes	yes
Tercel		yes					yes	yes
Tundra							yes	
Volkswagen								
Beetle FWD							yes	yes
Cabriolet							yes	yes
Corrado							yes	yes
Golf/GTI							yes	yes
Jetta							yes	yes
Passat							yes	yes
Pickup							yes	yes
Rabbit							yes	yes
Scirocco							yes	yes
Volvo								
S40							yes	
S70							yes	
S80							yes	
C70							yes	

2006 NHRA E.T. QUICK REFERENCE CHART

Quarter-Mile e.t.s	6.00 to 7.49	7.50 to 9.99	10.00 to 10.99	11.00 to 11.49	11.50 to 13.99	14.00 & Slower
Aftermarket Rear Axles	Y	Y	Y	2:11	2:11	2:11
Arm Restraints (Open Cars)	Y	Y	Y	Y	10.3 11.99	10:3
Auto Trans Flexplate (SFI 29.1)	Y	Y	2:14	2:14	2:14	2:14
Auto Trans Reverse Lockout	Y	Y	Y	Y	Y	Y
Bellhousing (SFI 6.1/6.2)	Y	Y	Y	Y	2:10	2:10
Driver Restraint System (SFI 16.1)	Y	Y	Y 10:5	Y 10:5	C 10:5	10:5 10:11
Driveshaft Loop	Y	Y	Y	Y	2:4	2:4
Electric 16.00 & Quicker	Y	Y	Y	Y	Y	2:4
Flexplate Shield (SFI 30.1)	Y	Y	2:14	2:14	2:14	2:14
Flywheel/Clutch (SFI 1.1/1.2)	Y	Y	Y	Y	2:5	2:5
Harmonic Balancer (SFI 18.1)	Y	Y	Y	Permitted	Permitted	Permitted
Helmet (Snell 95 or SFI 41.1A min.)	Y	Y	Y	Y	Y	10:7
Liquid Overflow	Y	Y	Y	Y	Y	Y
Master Electrical Cutoff	Y	Y	8:4 135 mph	8:4	8:4	8:4
Neck Collar	Y	Y	10:8	10:8	10:8	10:8
NHRA Competition License	Y	Y	10:4	10:4	10:4	10:4
NHRA Chassis Sticker	Y	Y	4:4	4:4	4:4	4:4
Padding Roll Bar/Cage	Y SFI	Y	Y	Y	10:6 135 mph	10:6 135 mph
Parachute	Y	Y	4:8 150 mph	4:8	4:8	4:8
Pressurized Bottles DOT (1800)	Y	Y	Y	Y	Y	Y
Protective Clothing	Y	Y	Y	Y	10:10	10:10
Roll Bar			Y	Y	C/13.49	4:10
Roll Cage	Y	Y	Y 135 mph	4:11	4:11	4:11
SFI Chassis Specification	Y	4:4 180 mph	4:4	4:4	4:4	4:4
Supercharger Restraints	Y	1:15	1:15	1:15	1:15	1:15
Taillight	Y	Y	Y	Y	Y	Y
Transmission Shield (SFI 4.1)	Y	Y	Y	2:14	2:14	2:14
Window Net (Full-Bodied Cars)	Y	Y	6:3 10:3	6:3 10:3	6:3 10:3	6:3 10:3

Y = Required C = Convertibles

Number Refers to General Regulations

**In no way is this Quick Reference Chart intended to supersede
or replace the current NHRA Rulebook**