



2017 NHRA RULE AMENDMENTS

(THESE RULE AMENDMENTS COVER RULE CHANGES MADE TO THE 2017 RULEBOOK)

(UNLESS OTHERWISE NOTED, RULE CHANGES BECOME EFFECTIVE IMMEDIATELY)

INITIAL RELEASE: 12/5/2016

2nd RELEASE: 1/12/2017

3rd RELEASE: 1/16/2017

4th RELEASE: 2/6/2017

5th RELEASE: 5/30/2017

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All section and page numbers refer to those found in the latest version of the online 2017 NHRA Rulebook.

Rulebook.Additions are Blue underline

Deletions are ~~Red strikethrough~~

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

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SECTION 1: ADMINISTRATIVE PROCEDURES & APPEALS, Technical inspection 1.6.2 (paragraph one) (Page 9) (2/6/2017)

At a time and place and in a manner determined by Event Officials, prior to racing activities of any nature (including without limitation competition, testing, time trials etc.), all vehicles and driver equipment must undergo a technical inspection, or have been inspected under the Extended Technical Inspection program [or be subject to the National Event Technical Inspection Process, explained below](#). In addition, every vehicle is subject to further technical inspection at any time before, during or after an event, at the time and in the place and manner directed by any Event Official

[Any technical inspection conducted for an event remains in effect during the entire event, including any continued, postponed or rescheduled event. For all technical inspections \(National Event or otherwise\) responsibility for accurately completing the Tech Card and/or supplying accurate information for the Tech Card is on the participant and inaccuracies and other issues will be dealt with using all measures available to NHRA. By participating, the participant certifies that his or her vehicle and personal protective equipment will remain in good condition and the same as stated on Tech Card throughout the entire event; that the participant will in fact use all safety and personal protective equipment noted on the Tech Card; and that if anything changes from what is stated on the Tech Card, the participant will immediately notify Tech Officials on site. Falsifying a Tech Card or not complying with the Rulebook subjects participants to](#)

disqualification from the event and further disciplinary action. **National Event Technical Inspection Process:** NHRA is conducting the National Event Technical Inspection Process at certain NHRA-sanctioned events (Mello Yello events and certain other events designated by NHRA). Under the National Event Technical Inspection Process, technical inspection typically will be during or after competition, in the sole and absolute discretion of NHRA. Under the National Event Technical Inspection Process the participant certifies the technical readiness of his or her own vehicle and personal protective equipment and fills out his or her own Tech Card for the event in advance. Like all statements made to NHRA, the participant is responsible for the truth and accuracy of everything reported on the Tech Card. NHRA Tech Officials will conduct spot-checks and may at any time exercise any other rights NHRA has under the Rulebook, including tear-down and other forms of tech inspection.

NHRA may at any time inspect, seal for inspection, and/or tear down a participant's vehicle. Not complying in full with any inspection request will result in disqualification for further competition and such other penalties as deemed appropriate by NHRA. **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.

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.

SECTION 2: RACE PROCEDURES, QUALIFYING (Page 3) (5/30/2017)

To constitute an official qualifying attempt, all vehicles must self-start and self-stage. At NHRA Mello Yello Drag Racing Series, Lucas Oil Drag Racing Series, NHRA National Open, and Summit Racing Series Finals events, a contestant cannot drive more than one vehicle in the same category at the same event, nor can one vehicle be used for multiple entries. Multiple driver restriction for E.T. classes, at NHRA member track events, may vary based on specific member track E.T. regulations. Racers are advised to contact the respective division office or member track for regulations within that geographic area. Vehicles must

remain in the same category entered, with one registered driver for the duration of the event.

All qualifiers in Top Fuel, Funny Car, Pro Stock, Pro Stock Motorcycle, Pro Mod, Top Fuel Harley, Top Alcohol Dragster, Top Alcohol Funny Car, Comp, Super Stock, Stock, Top Dragster, and Top Sportsman must have a valid elapsed time recorded qualifying attempt to be placed into eliminator competition. If conditions should curtail scheduled qualifying attempts and the field is under the specified field size in Comp, Super Stock, Stock, Top Dragster, or Top Sportsman categories, the event director has the option of placing non-qualified entrants into the field.

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 begin with the contestant who made the qualifying attempt first.

In the event of identical qualifying elapsed times in the Mello Yello and Top Alcohol Dragster/Funny Car categories, 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.

SECTION 2: RACE PROCEDURES, CLASS CHANGES (Page 4) (5/30/2017)

After a contestant's vehicle has been inspected and classified, no changes of class are permitted. For example, a contestant in Comp Eliminator could change engines during an event; however, he/she cannot move from one Comp class to another. Mechanical changes permitted provided vehicle legitimately remains in the class in which it was originally registered.

If an event is disrupted and rescheduled due to weather or other conditions, the following options are permitted: Super Stock and Stock contestants may reregister in a different class but must remain within their eliminator category. Super Comp, Super Gas, and Super Street contestants may reregister and change to a different "Super" must remain in the category than originally entered. This policy only applies if eliminations were not in progress.

SECTION 3: POINTS AND RELATED PROGRAMS (Page 1) (1/16/2017) **NHRA MELLO YELLO DRAG RACING SERIES**

The 2017 NHRA Mello Yello Drag Racing Series begins with the Circle K NHRA Winternationals and concludes with the Auto Club NHRA Finals.

National Events: The premier series of NHRA races features the Mello Yello categories of racing and the NHRA Lucas Oil Drag Racing Series classes. The national event tour begins each February in Pomona, Calif., and visits multiple sites throughout the United States, winding its way back to Pomona in November. Contestants in each of the Mello Yello racing categories compete for the NHRA Mello Yello Drag Racing Series world championship title on the basis of total points earned at NHRA national events.

**NHRA NATIONAL EVENTS
POINTS STRUCTURE (all races
except Indianapolis [and Pomona 2](#))**

Winner	100
Runner-up	80
Third-round loser	60
Second-round loser	40
First-round loser	20

**CHEVROLET PERFORMANCE
U.S. NATIONALS [AND AUTO CLUB
FINALS](#) POINTS STRUCTURE
(Indianapolis [& Pomona 2](#))**

Winner	150
Runner-up	120
Third-round loser	90
Second-round loser	60
First-round loser	30

Additional points are awarded at national events as follows:

10 points to all contestants (15 at Chevrolet Performance U.S. Nationals [and Auto Club Finals](#)) – one qualifying run required.

Performance bonus points are awarded for each qualifying session as follows:

National Events (except Indy and Finals)

Low e.t. of each session.....	3
Second-quickest.....	2
Third-quickest.....	1

U.S. Nationals and Finals

Low e.t. of each session.....	4
Second-quickest.....	3
Third-quickest.....	2
Fourth-quickest	1

Performance bonus points WILL NOT be awarded for any session unable to be completed.

Qualifying positions earn points as follows:

National Events (except Indy & Finals)

1st	8
2nd	7
3rd	6
4th	5
5th & 6th	4
7th & 8th	3
9th thru 12th	2
13th thru 16th	1

U.S. Nationals & Finals

1st	10
2nd	9
3rd	8
4th	7
5th & 6th	6
7th & 8th	5
9th thru 12th	4
13th thru 16th	3

To begin the six-race **Countdown to the Championship**, the playoffs, to top 10 racers in each Mello Yello category will have their NHRA Mello Yello points adjusted as follows:

First place.....	2,140 points	Sixth place.....	2,040 points
Second place.....	2,080 points	Seventh place.....	2,030 points
Third place.....	2,070 points	Eighth place.....	2,020 points
Fourth place.....	2,060 points	Ninth place.....	2,010 points
Fifth place.....	2,050 points	Tenth place.....	2,000 points

**SECTION 3: POINTS AND RELATED PROGRAMS, LOGO PLACEMENT
(Page 7) (2/6/2017)**

Mello Yello Categories – Driver/Rider Uniform

Mello Yello Drag Racing Series patch must be worn on each Mello Yello category driver/rider uniform. Patch must be ~~easily visible and recognizable~~ 3.25 inches wide by 3.75 inches tall. NHRA also authorizes and encourages the Series patch to be featured on crewmember uniforms. Required location for the NHRA Mello Yello Drag Racing Series patches as shown in diagram.

SECTION 4A: SUPER PRO, PRO, SPORTSMAN, ENGINE:1, SUPERCHARGER, TURBOCHARGER (Page 3) (1/12/2017)

Permitted on gasoline, racing-gasoline, and alcohol-burning cars. Supercharger restraint system meeting SFI Spec 14.1 mandatory on Roots-type supercharger when alcohol is used as fuel. High-helix, centrifugal and screw-type supercharger permitted. Screw-type supercharger, manifold burst panel meeting SFI Spec 23.1 (in addition to panel in supercharger) plus restraint system meeting SFI Spec 14.21 mandatory. OEM-type screw superchargers do not require a supercharger burst panel or restraint. "OEM-type" in this case means that it must have originally come with the production engine being used. Supercharger drive must be belt, NHRA-accepted chain driver or NHRA-accepted gear drive. Supercharger restraint straps must be covered with a fire-resistant material. The blower restraint straps and fuel lines must be installed such that when the restraint straps are fully extended, no load is placed on any of the fuel lines. Air-to-air or water-to-air intercoolers permitted on turbocharged and centrifugal supercharged vehicles. See General Regulations 1:10.

SECTION 4A: SUPER PRO, PRO, SPORTSMAN, SUPPORT GROUP:9, DATA RECORDER (Page 3) (2/6/2017)

Data recorders are permitted in Advanced E.T., ~~and~~ Super Pro, and Pro only. Data recorders (except for "playback"-type tachometers) are prohibited in all other E.T. classes. See General Regulations 9:2.

SECTION 5: NHRA J&A SERVICE PRO MOD DRAG RACING SERIES, DESIGNATION (Page 1) (1/12/2017) (5/30/2017)

PM, preceded by car number. Classes of competition within Pro Modified are for supercharged, methanol-burning, turbocharged methanol or gasoline-burning, or nitrous-assisted, gasoline-burning full-bodied cars.

Minimum weight at the conclusion of run, including driver:

Nitrous-assisted entries (910 cid) - ~~2,475 pounds~~ 2,425 pounds

Supercharged entries (526 cid) - 2,600 pounds

Turbocharged entries (526 cid) - 2,650 pounds

Nostalgia body styles (1937-1938 Chevy, 1941 Willys, 1953 Studebaker, 1953 Corvette and 1955-1957 Chevy and Buick) may deduct 50 pounds from minimum weight.

NHRA reserves the right to amend rules as performance dictates. Any competitor who causes an oildown while participating at an NHRA

Mello Yello event will be subject to fines and penalties as outlined in Section 2 – Oildown Penalties.

SECTION 5: NHRA J&A SERVICE PRO MOD DRAG RACING SERIES, ENGINE:1, ENGINE (Page 2) (12/5/2016)

Internal-combustion, reciprocating, single-camshaft, 90-degree V-8 automotive-type engine mandatory. Crankshaft centerline must intersect cylinder bore centerlines and be symmetrical. Nitrous-assisted entries are limited to a maximum bore center of 5.300. Turbocharged ~~and supercharged~~ entries are limited to a maximum bore center of 5.000 ~~4.800~~. Maximum bore center on supercharged billet hemi cylinder-head entries is 4.900 inches, 5.000 inches on all other supercharged entries. For supercharged entries, a positive method (flange, lip, etc.) must be attached to the intake manifold or engine block to retain both the front and rear manifold to block gaskets in the event the engine crankcase/lifter valley becomes over-pressurized. The flange/lip must extend past the surface of the gasket and be contoured to closely fit the block and manifold surfaces to prevent the gasket(s) from extruding. See General Regulations 1:2.

SECTION 5: NHRA J&A SERVICE PRO MOD DRAG RACING SERIES, ENGINE:1, SUPERCHARGER (Page 3) (1/12/2017) (5/30/2017)

Screw-type and centrifugal-type superchargers prohibited. Hi-helix or standard helix Roots-type supercharger only. Supercharger restraint system meeting SFI Spec 14.2, including injector restraint straps mandatory. Cast or billet cases permitted. Maximum supercharger overdrive limit is ~~14.55~~ ~~20.00~~ 16.5 percent on all combinations. Intercoolers, variable multi-speed supercharger devices prohibited. The top opening of the supercharger may not exceed 12 inches in length or 5 inches in width. The entire inlet opening must be on/in the upper surface only. The maximum length from the front of the supercharger drive pulley to the leading edge of the rotor is 15 inches. Offset drive pulleys, spacers, modified cases, or attaching methods may not be used to add to the 15-inch maximum. All manifold configurations, supercharger modifications and locations must be accepted prior to competition. The rotors must be driven from the front (both the external drive and the internal gearing. Any inlet/outlet cavity in front of the rotors is restricted to a maximum of 3.000 inches measuring from the face of the bearing plate to the front of the cavity. Supercharger openings must be fixed from the water box until the conclusion of the run. See General Regulations 1:10, 1:11.

SECTION 6: TOP SPORTSMAN, ENGINE:1, SUPERCHARGER, (Page 1) (1/12/2017)

All supercharged entries may utilize a 14-71 (or smaller) standard or hi-helix supercharger. OEM-type ~~S~~screw supercharger permitted, all others prohibited. OEM-type screw superchargers do not require a supercharger restraint. "OEM-type" in this case means it must have originally come with the production engine being used. All cars using 12-71 or 14-71 superchargers must have an SFI 14.2

or 14.3 Supercharger Restraint with approved bag from same manufacturer. All other superchargers require an SFI 14.1, 14.2 or 14.3 Supercharger Restraint. Belt guards shielding both fuel and oil lines are mandatory. The blower restraint straps and fuel lines must be installed such that when the restraint straps are fully extended no load is placed on any of the fuel lines. Aluminum studs (supercharger-to-manifold) mandatory. See General Regulations 1:10, 1:11.

**SECTION 10A: STOCK, ENGINE:1, CAMSHAFT/LIFTERS (Page 2)
(12/5/2016) (1/12/2017)**

Camshaft must retain stock lift for horsepower claimed per NHRA Technical Bulletins. Front-wheel-drive vehicles and stock trucks, maximum lift is limited to .430-inch or OEM, whichever is greater. Aftermarket ~~OEM-type~~ replacement lifters permitted. [Solid lifter may replace hydraulic. Flat tappet may not be replaced with roller.](#) Lift checked at valve retainer, with zero lash. Hydraulic lifter cam will be checked with pushrod and rocker as run, plus solid lifter, at zero lash. Plunger height of checking lifter will match extended height (no preload) of hydraulic lifter. Hydraulic lifter may not be plugged or bottomed. Aftermarket gear drives/belts prohibited. Aftermarket timing covers permitted as long as OEM-type timing gears are used. Adjustable pushrods or adjustable OEM rocker arms (not both) permitted; must be same or greater weight as stock. Pushrod guide plates permitted. Cylinder head may be clearanced for larger-diameter pushrods.

SECTION 10A: STOCK, ENGINE:1, THROTTLE LINKAGE (Page 5) (2/6/2017)

Any progressive or other positive-action throttle or choke linkage permitted. [Converting from drive by wire to mechanical throttle body permitted, providing they are the same type and throttle bore size.](#) See General Regulations 1:12.

**SECTION 10A: STOCK, DRIVETRAIN:2, CLUTCH, REAR END (Page 6)
(2/6/2017)**

Original rear end may be replaced with another from the same automobile manufacturer; truck rear end prohibited. Aluminum center section permitted only on vehicles that were originally equipped with same. Distance between backing plates may not be changed. Any gear ratio that fits third-member case or housing permitted. Limited-slip or ratchet-type rear ends permitted. Reinforcement of spring perch permitted. Spools permitted only with aftermarket axles. Aftermarket axles not required for frontwheel- drive vehicles. Larger brakes may be used. Replacement rear end may be narrowed or widened to obtain original rear-end width. Bracing or beefing up the rear-end housing permitted.

Swing axle differential may be replaced with conventional housing; [9-inch housing permitted in 2008 and newer vehicles;](#) stock trailing arms must be retained, may be beefed up and adapted to housing, must retain transverse spring. Must install Panhard bar. Frame may be notched for driveshaft clearance. Distance between OEM backing plates and OEM wheelbase must be maintained. Coil-over shock or four-link adaptations prohibited. See General Regulations 2:11.

SECTION 10A: STOCK, TRANSMISSION, Automatic (Page 6) (2/6/2017)

Any model transmission, same make as car, with a maximum of three forward speeds (unless OEM equipped with more than three forward speeds). O.D. gear not required, reverse permitted. Transmission case must be OEM or aftermarket OEM replica from a standard, automotive application as found in the Official NHRA Stock Car Classification Guide. Aftermarket case must meet SFI Spec. 4.1. NHRA-accepted adapter plates permitted. Modifications to shifting patterns are permitted, provided full shift pattern is retained. Full shift pattern must include park and reverse. Any gear change must occur as a result of an internal function of the transmission or from direct action by the driver. Lockup converter permitted if OEM-equipped with lockup converter and OEM transmission is used. Otherwise, lockup converters prohibited. Electronic rpm controls for the electric (internal or external to the transmission) shifting of automatic transmissions permitted in computer-controlled vehicles only. Otherwise, any gear change must occur as a result of an internal function of the transmission or from direct action by the driver. Pneumatic, hydraulic, electric, etc. controls and shifters in all noncomputer-controlled electronic-fuel-injected vehicles prohibited. [The use of air assisted shift is prohibited in all Stock applications.](#) Deepened stock or aftermarket transmission oil pans permitted. Drilling of transmission case or rear of engine block to adapt incompatible units prohibited. Functional neutral safety switch mandatory. Transmission brake prohibited. Tailshaft modifications for bushing replacement, or NHRA-accepted aftermarket tailshaft, permitted. See General Regulations 2:12, 2:14.

SECTION 11D: MODIFIED STOCK, ENGINE:1, CYLINDER HEADS(Page 16) (12/5/2016)

V-8 splayed valve permitted in AS, canted or inline in BS, inline only in CS, and any valve configuration in DS. All heads must be NHRA-accepted, two valves per cylinder, except in classes DS, ES, FS, and GS, four valves per cylinder permitted. Aftermarket aluminum cylinder heads permitted ([no billet](#)) except in CS. Angle milling and/or rolling permitted. Aftermarket iron heads permitted in CS. Porting, polishing permitted; header plates permitted. Exhaust port plates that protrude into port prohibited. Any valve size permitted, valves may be tilted and/or canted. Combustion-chamber modifications permitted. The valve cover rail may be modified. Heads may be cut for larger pushrods and valve springs. External modifications permitted in port area except for SS/CS. Spark plug holes must be in NHRA-approved location.

SECTION 11E: MODIFIED TRUCK, ENGINE:1, CYLINDER HEADS(Page 20) (12/5/2016)

V-8 splayed valve permitted in TA, canted or inline in TB, inline only in TC, and any valve configuration in TD. All heads must be NHRA-accepted, two valves per cylinder. Aftermarket aluminum cylinder heads permitted ([no billet](#)) except in TC. Angle milling and/or rolling permitted. Porting, polishing permitted; header plates permitted. Exhaust port plates that protrude into port prohibited. Any valve size permitted, valves may be tilted and/or canted. Combustion-chamber

modifications permitted. The valve cover rail may be modified. Heads may be cut for larger pushrods and valve springs. External modifications permitted in port area except for SS/TC. Spark plug holes must be in NHRA-approved location.

**SECTION 11F: MODIFIED, ENGINE:1, CYLINDER HEADS(Page 23)
(12/5/2016)**

V-8 splayed valve permitted in AM and BM, canted or inline in CM through FM, and any valve configuration in GM with V-6 engine. All heads must be NHRA-accepted, two valves per cylinder. Aftermarket aluminum cylinder heads permitted (no billet). Any valve size permitted, valves may be tilted and/or canted. Porting, polishing permitted; header plates permitted. Exhaust port plates that protrude into port prohibited. Spark plug holes must be in the NHRA-approved location. Angle milling and/or rolling permitted. The valve cover rail may be modified.

SECTION 11G: SUPER STOCK/MX, ENGINE:1, CAMSHAFT/LIFTER (Page 22) (2/6/2017)

VX class: Flat tappet cam with flat tappet lifters mandatory. Maximum lift at the valve ~~0.630~~ 0.645-inch.

SECTION 12: COMP, ENGINE:1, ENGINE(Page 1) (2/6/2017)

For Econo Dragster, Altered Truck, Econo Altered, and Super Modified classes: OEM aftermarket small-block Chevrolet (SBC) engines with bore centers greater than 4.400 inches, maximum 4.500 inches, are permitted only in A/ED, P/ST, P/STA, A/EA, A/SM, A/SMA, B/SM, B/SMA, C/SM, and C/SMA. SBC engines with bore centers greater than 4.400 inches are permitted in all V-8 Dragster and V-8 Altered classes; not permitted in any Nostalgia Dragster classes. All classes except A/A, A/AA, A/AP, ~~and~~ A/PM AA/AM, AA/AT, BB/A, CC/A, BB/AM, BB/AT, CC/AT, DD/AT, B/A, B/AP, C/A, D/A, E/A, F/A, G/A, H/A, I/A, J/A, K/A, L/A, A/AA, B/AA, C/AA, D/AA, E/AA, F/AA, G/AA, H/AA, I/AA, J/AA, K/AA, and L/AA are restricted to an absolute maximum bore center of 5.000 inches. Classes A/A, A/AA, A/AP, ~~and~~ A/PM, AA/AM, AA/AT, BB/A, CC/A, BB/AM, BB/AT, CC/AT, DD/AT, B/A, B/AP, C/A, D/A, E/A, F/A, G/A, H/A, I/A, J/A, K/A, L/A, A/AA, B/AA, C/AA, D/AA, E/AA, F/AA, G/AA, H/AA, I/AA, J/AA, K/AA, and L/AA are restricted to an absolute maximum bore center of 5.300 inches.

**SECTION 12G: SUPER MODIFIED, ENGINE:1, CYLINDER HEADS(Page 37)
(12/5/2016)**

Cylinder heads must be NHRA-accepted, two valves per cylinder, ~~OEM casting (no billet) with OEM part/casting number cast into head.~~ Aftermarket aluminum cylinder heads permitted (no billet). Hemi, canted/splayed valve, or wedge head permitted in A through C and I. Classes D, F, G, and H restricted to true wedge cylinder heads (with inline and parallel valves) only. Porting, polishing permitted; header plates permitted. Exhaust port plates that protrude into port prohibited. Any size valves permitted, valves may be tilted and/or canted. Angle milling and/or rolling permitted. External modifications permitted. Combustion-chamber

modifications permitted. The valve cover rail may be modified. Heads may be cut for larger pushrods and springs. Spark plug holes must be in NHRA-accepted location.

**SECTION 14: TOP ALCOHOL FUNNY CAR, ENGINE:1, HEADERS(Page 14)
(12/5/2016)**

Minimum Funny Car header angle ~~40~~ 32 degrees. Maximum header pipe O.D. 2.75 inches. O.D. and I.D. must remain constant beginning 8 inches below the header flange to the exit of the header.

**SECTION 15: PRO STOCK MOTORCYCLE, DESIGNATION (Page 1)
(1/12/2017)**

PRO, preceded by motorcycle number.\

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

Harley-Davidson (must be NHRA-accepted)

(up to 160 cid; 60-degree angle, 2-valve, pushrod) - 625 pounds

[Victory \(must be NHRA-accepted\)](#)

[\(up to 160 cid; 60-degree angle, 2-valve, pushrod\) - 625 pounds](#)

American pushrod V-Twin (must be NHRA-accepted)

(up to 160 cid; 60-degree angle, 2-valve, pushrod) - 625 pounds

Kawasaki (must be NHRA-accepted)

(up to 107 cid, 2- or 4-valve) - 575 pounds

Suzuki (must be NHRA-accepted)

(up to 107 cid, 2-valve) - 590 pounds

Suzuki (must be NHRA-accepted)

(up to 113 cid, 2-valve) - 600 pounds

NHRA reserves the right to adjust weights as performance dictates.

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

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

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

**SECTION 15: PRO STOCK MOTORCYCLE, BODY: 7, FAIRING (Page 5)
(1/12/2017)**

Upper portion of full fairing must be NHRA accepted ~~be same size and shape as stock~~. Lower portion of fairing may be modified for exhaust pipe clearance. Windscreen may be trimmed. No external extra scoops or air intake ducts may be added to the fairing. All factory openings must be present; no extra openings. Lip permitted on fairing only, maximum 1-inch wide by 10 inches long. If used, may not be molded into fairing.

**SECTION 17: FUNNY CAR, ENGINE:1, INTAKE MANIFOLD(Page 3)
(12/5/2016)**

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

**SECTION 17: FUNNY CAR, ENGINE:1, SUPERCHARGER (Page 4)
(5/30/2017)**

Restricted to Roots-type supercharger, rotor helix angle not to exceed that of a standard 71-series GM-type rotor. Turbocharger and/or centrifugal supercharger prohibited. Maximum size: 14-71, 22 5/16-inch case length, 11 1/4-inch case width, 19-inch rotor length; maximum rotor diameter: 5.840 inches including fixed stripping. The top opening may not exceed 11.750 inches in length or 4.600 inches in width. The case must have removable front and rear bearing end plates; rotor must be contained within one-piece case. Inlet/outlet cavity permitted on front plate only, restricted to maximum 1 inch, measuring from face of bearing plate to the back of the cavity. Cavities are not allowed on in rear plate. Spacer or components between top of supercharger case and bottom of hat restricted to 2-inch maximum. Spacer and components may be constructed of aluminum or composite materials only. Variable - multi-speed supercharger devices prohibited. Supercharger restraint system meeting SFI Spec 14.3 mandatory. Supercharger restraint straps must be covered with a fire-resistant material. See General Regulations 1:10, 1:11.

SECTION 17: FUNNY CAR, BODY:7, BODY SPECIFICATION (Page 4) **(5/30/2017)**

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

Roofs may be chopped maximum 2 inches. Complete removal of roof prohibited. Minimum roof width 32 inches. Minimum width at A-pillar 48.75 inches; minimum width at C-pillar 49.50 inches. Length of roof as measured from top of front windshield to top of rear window must remain within 4 inches of stock. Rocker panel extensions may not be more than 1 inch wide. All bodies run in competition must be run as they come from NHRA-approved molds. Modifications for header clearance will be permitted if authorized in advance by the NHRA Technical Services Department. Bodies will be clean of bumper roll pans or any other component(s) that are in NHRA's determination unnecessary to the normal mounting tubing, firewall, and driver enclosure. No underbody streamlining will be permitted. Ground effects of any description prohibited. Ground effects include

but are not limited to rocker skirts, belly pans, sheet-metal work under the body that produces a “tunnel” for the passage of air, etc. **Rub bar / splitter cannot extend beyond the inside body line or be greater than ½” thick.** Maximum width of opening for blower, 26 inches. Opening for blower hat must have a minimum 2.500-inch clearance between body and throttle linkage, clearance not included in 26-inch dimension. Wicker permitted on front and sides of blower opening; maximum height 1 inch. Wicker must be installed 90 degrees to body. Final determination on all body modifications rests with NHRA Technical Services Department.

SECTION 18: TOP FUEL DRAGSTER, ENGINE:1, SUPERCHARGER (Page 4) (5/30/2017)

Restricted to Roots-type supercharger, rotor helix angle not to exceed that of standard 71-series GM-type rotor. Turbocharger and/or centrifugal supercharger prohibited. Maximum size: 14-71, 22 5/16-inch case length, 11 1/4-inch case width, 19-inch rotor length; maximum rotor diameter: 5.840 inches including fixed stripping. The top opening may not exceed 11.750 inches in length or 4.600 inches in width. The case must have removable front and rear bearing end plates; rotor must be contained within one-piece case. Inlet/outlet cavity **permitted on front plate only.** restricted to maximum 1 inch, measuring from face of bearing plate to the back of the cavity. **Cavities are not allowed on in rear plate.** Spacer or components between top of supercharger case and bottom of hat restricted to 2 1/2-inch maximum. Spacer and components may be constructed of aluminum or composite materials only. Variable multi-speed supercharger devices prohibited. Supercharger restraint system meeting SFI Spec 14.3 mandatory. Supercharger restraint straps must be covered with a fire-resistant material. See General Regulations 1:10, 1:11.

SECTION 20: GENERAL REGULATIONS, SUPPORT GROUP:9, 9:2 (5/30/2017)

An onboard fire extinguisher system is mandated under certain Class Requirements. Must be installed per manufacturer’s specifications with all gauges clearly visible; viewing window(s) may be required for some applications. In other classes, it is recommended that each contestant and/or his or her 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.

When required, Top Fuel, Funny Car, Pro Stock, Top Alcohol Dragster, and Top Alcohol Funny Car, fire extinguishing system must meet SFI Spec 17.1 and installed and utilized per manufacturer’s installation requirements. All front-engine, open-bodied supercharged or turbocharged (gasoline or methanol) cars running 7.49 seconds or quicker must be equipped with an SFI-rated 20-pound fire system.

For all other vehicles, onboard fire extinguisher systems must be manually controlled Cold Fire 302, Fire X plus, Halon FE1211 or 1301 or FM200, or F500, [3M Novec 1230](#) or DuPont FE-36 or FE-227, 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 above the bottom of the adjacent framerails. Fire bottle activation cables must be installed inside framerail where cables pass engine/bellhousing area. Bottles must be DOT approved or meet SFI Spec 17.1 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 is prohibited. 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. 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.

SECTION 20: GENERAL REGULATIONS, DRIVER:10, 10:4 CREDENTIALS (Page 42) (1/16/2017) (Bottom of page Funny Car) [\(5/30/2017\)](#)

Each driver of a vehicle entered in any event conducted at an NHRA member track must have a valid 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 license is required for participation in any divisional or national NHRA-sanctioned event.

All competitors at NHRA Mello Yello national events must be a minimum of 18 years of age. A 17-year-old may apply for a Professional-category license [and national event entry](#) if all the following criteria are met:

1) applicant's 18th birthday falls during the regular NHRA national event schedule; 2) applicant was an active participant in another NHRA license category (9.99 E.T. or quicker) the previous year; 3) applicant holds a valid NHRA competition license (9.99 E.T. or quicker).

Funny Car Two quarter-mile runs of 5.50 or quicker

and two runs of 250 mph or faster **OR**
two 1,000-foot runs of ~~5.50~~ 4.70 or quicker
and 230 mph or faster