

IHRA Motorsports Rulebook Supplement

11/30/2021

This supplement provides competition and technical information for specialized vehicles that may be used at IHRA or affiliated events not included in the official rulebook. IHRA may allow additional vehicles for exhibition purposes if adequate information is provided by the party in question and written approval has been received prior to the exhibition.

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NOSTALGIA NITRO FUNNY CAR

NFC, preceded by number. Reserved for 1955-1979 American Nostalgia bodies, nitro-burning Funny Cars built specifically for drag racing competition. All entries must incorporate a fan friendly theme in the appearance of the vehicle. Minimum weight at conclusion of run: 2,250 pounds, including driver.

Requirements & Specifications

All entries may utilize the accepted Electrimotion safety shutoff controller.

ENGINE: Any internal-combustion, American-made automotive engine permitted. Maximum cubic inches 500; maximum bore center spacing 4.840 inches, must maintain bore centers +/- .015-inch from stock. Blocks and cylinder heads must retain all physical characteristics of stock-production components. Billet blocks allowed. Accepted billet heads and block must remain as manufactured.

LOWER CONTAINMENT: Engine must be equipped with an SFI Spec 7.1 lower-engine ballistic/restraint device. A bellypan is mandatory in addition to the lower engine restraint). The units must incorporate a minimum of 4 inch high bulkheads for oil retention. The pan must extend up the outside of the frame to the top frame rail on sides and on front. If the unit is multi-piece the panels must affix inside the lower unit to direct oil back into the catch pan. The rear bulkhead must be a minimum of 1 inch and form a seal to the motorplate. Oil absorbent liner mandatory.

EXHAUST SYSTEM: Double-pipe insulated exhaust headers mandatory. Double tube must extend to start of bend at bottom of body.

FUEL: Nitromethane and methanol permitted. All other fuels prohibited. Any method of artificially cooling or heating fuel is prohibited (i.e., cool cans, Freon, wet rags, etc.), Wet towels, rags, ice, etc. must be removed before vehicle leaves staging area. Ambient temperature air only; cooling or otherwise changing the conditions of the intake air is prohibited. Spraying of intake with any artificial spray or coolant prohibited.

FUEL SYSTEM: Maximum of an IHRA accepted 21 gpm single pump as per manufacturers provided specifications. Accepted models: Waterman 320950, 320950N, Rage 1400N-FC, Aeromotive 11936 . All pumps must retain all manufactured dimensions with regard to gear or rotor outside diameter, depth, and lobe or tooth count. Down nozzles prohibited. Maximum number of nozzles is 24. (16 in manifold and 8 in injector hat.)Maximum injector opening is 45 square inches excluding cross shaft.

NITROUS OXIDE: Prohibited.

SUPERCHARGER: Limited to the use of a 6-71 roots-type supercharger. High Helix units prohibited. OEM or IHRA accepted front driven case mandatory. Specification limits: 5.840 inch rotor cavity, 11.250 case width, 18.250 case length. Maximum rotor length is 15 inches. The rear of the supercharger on all units may not extend beyond the bellhousing mounting surface on the rear of the engine block. The maximum height of a spacer if utilized, is 2 inches. An SFI 14.3 supercharger restraint system, aluminum studs, SFI 23.1 burst panel and a supercharger belt guard are mandatory. **Overdrive Limitation:** 18.99 %.

THROTTLE: Throttle control must be manually operated by driver's foot; electronics, pneumatics, hydraulics, or any other device may in no way affect the throttle operation. Throttle must incorporate a positive-action return system.

VALVE COVERS: Cast or fabricated metal valve covers using all attachment bolts mandatory. Carbon fiber/composite valve covers prohibited.

VENT-TUBE BREATHERS: Vent tubes must be double clamped at each connection. Minimum diameter, 1.25 inches for all breather tubes. An 8-quart minimum tank mounted behind the driver is mandatory. All entries must utilize a secondary attachment method for hardware that connects the valve covers to the vents tubes. All tubing material must be flame resistant and be IHRA accepted prior to use.

CLUTCH, FLYWHEEL, FLYWHEEL SHIELD: Flywheel and clutch meeting SFI Spec 1.3 or 1.4 and flywheel shield meeting SFI Spec 6.2 mandatory. Clutch management system prohibited. Clutch specifications are limited to a maximum of a 6 finger 3 disc on all entries. Release of clutch must be the result of a manual operation by the drivers foot. Lock up units prohibited.

TORQUE CONVERTERS: Prohibited.

DRIVELINE COVER: Driveline must be covered in .024-inch steel or .0625-inch aluminum 360-degree full cover. Couplers mandatory. Rear cover must surround the coupler. Front cover must surround the driveshaft from the back of the reverser to the end of the splicer sleeve in the area of the driver's leg. All covers must be securely mounted to frame, either by a suitable crossmember or third member.

REAR END: Aftermarket full-floating or live axle assembly mandatory. Any commercially available ratio permitted.

TRANSMISSION: Two-speed transmission and reverser required. Transmission must be planetary-type design. OEM type units prohibited. A ballistic shield covering all units mandatory; must meet SFI Spec 4.1.

BRAKES: Four-wheel hydraulic brakes mandatory. Application and release of brakes must be a function of the driver; electronics, neumatics, or any other device may in no way affect or assist brake operation. Hand brake, if used, must be located inside body or driver compartment. Steel brake lines mandatory.

STEERING: Conventional automotive-type rod ends must be a minimum of 3/8-inch shank diameter and must be installed with washers to prevent bearing pullout. Removable steering wheel, if used, must meet SFI Spec 42.1.

BALLAST: Permitted. Must be secured with minimum of two 3/8-inch, Grade 8 fasteners, per 100 pounds.

GROUND CLEARANCE: Minimum 3 inches from front of car to 12 inches behind centerline of axle; 2 inches for the remainder of the car, except oil pan and headers.

PARACHUTES: Dual parachutes mandatory. Fire-resistant protective covers must be on all parachute packs and unpacked shroud lines.

ROLL CAGE: Chassis must have manufacturers's name, serial number, and date of manufacture. Chassis must meet SFI Spec 10.1E. Plating of chassis prohibited; painting permitted. Chassis must have current certification tag prior to competition and have serialized sticker affixed to frame before participation. Pressurization of framerails in lieu of air bottles is prohibited. Roll-cage padding meeting SFI Spec 45.1 mandatory where driver's helmet may come in contact with roll-cage components. Additional padding, mounted on flat stock and fastened to the roll cage on both sides of the driver's helmet, mandatory. Additional padding must be IHRA-accepted, securely mounted using bolts or locking fasteners, and must include a flame-retardant covering.

SUSPENSION: Rigid rear suspension mandatory. Front suspension optional.

WHEEL BASE: Minimum: 118 inches; maximum: 125 inches, measured on long side. Maximum wheelbase variation from left to right: 2 inches.

TIRES: Race-only spec tires on front mandatory. Size of rear tires limited to 36-inch diameter x 17-inch wide.

WHEELS: SFI 15.1 or 15.3 Mandatory. All entries must use liners on all non-bead lock wheels.

SHEET METAL: Driver-compartment interior, firewall, seat, etc. must be aluminum or steel Magnesium or carbon fiber prohibited.

UPHOLSTERY: Minimum one-layer, Nomex-type material mandatory as seat upholstery, with manufacturer's name displayed.

BODY: Limited to 1955 to 1979 American-made bodies. Bodies must resemble the original mass-produced make and model. Body must lift off as a one-piece unit. Minimum body width is 60 inches measured from the centerline of front and rear axle. Front fender bubbles permitted, maximum height 2 1/2 inches. Side windows prohibited. Vent windows permitted and may not extend more than 2 inches from where the a-pillar meets the roof as measured from the inside of the upper opening of the window. All vent windows must be flat and not direct air inward or outward and may not extend more than 2 inches from where the A-pillar meets the roof line. A maximum of 1 inch lip is permitted around the bottom of the body. **Extensive modifications to front end with regard to angles and height as well as narrowing of roof attaching points may exclude the design from acceptance for competition. All modifications and body designs must be IHRA accepted prior to competition.**

ESCAPE HATCH: A working escape hatch must be installed in top of body to permit easy driver exit. Minimum size, 18 inches x 17 inches. Roof hatch must be permanently attached and hinged at front. Must have release mechanism, operable from both inside and outside of car.

FIREWALL & FLOORS: Must be constructed of .032-inch aluminum or .024-inch steel. Firewall must completely seal driver from engine compartment.

SPOILER: Allowed front and rear. Rear spoiler limited to roof height and body width (no modern type spoilers or spill plates permitted). Spill plates may not extend forward of the bottom of the rear window or past the trailing edge of the rear deck lid. Front spoiler limited to overall overhang measurement of 40 inches. **If overhang is less than 40 inches, an IHRA accepted extension may be added to reach the additional length. All models must be configured to be with in all ground clearance parameters.** All modifications must be accepted prior to competition.

COMPUTERS: Computers prohibited.

SWITCHES: The routing of all lines and wires etc., from any switch must be easily traceable. Pedal switches are prohibited on all entries.

DATA RECORDERS: Data recorders permitted. Cannot perform any function in fuel, clutch, or driver management.

IGNITION: Mag limited to single point-type only (no electronic mags or mag amp boxes allowed). Timing advance or retard functions must be a direct function of the driver by mechanical or pneumatic means. A positive ignition shutoff within the reach of the driver is mandatory.

FIRE SYSTEM: Fire extinguishing system must meet SFI Spec 17.1. Minimum 20-pound or more fire extinguishing system mandatory. System must be divided so that a minimum of 15 pounds is directed into engine compartment and the remaining 5 pounds or more should be dispersed in driver compartment by a nozzle placed at driver's feet. Must be installed per manufacturers specifications. Fire-bottle activation cables must be installed inside framerail where cable passes engine/bellhousing area. Carbon fiber bottles prohibited.

WARM-UPS: When starting vehicle in the pit area, vehicle must be fully within the confines of the assigned space. No part of the car may extend past the trailer.

ARM RESTRAINTS: Mandatory.

CREDENTIALS: Valid IHRA Nitro Funny Car license mandatory. All drivers must be actively involved in fanfest activities at National Jam events.

DRIVER RESTRAINT SYSTEM: Three-inch driver restraint system meeting SFI Spec 16.1 mandatory. All belts and mounting points must be covered with a fire-resistant material. Restraint system must be updated at two-year intervals from date of manufacture or as specified by manufacturer.

HELMET: Helmet meeting Snell, SA-2015 or newer mandatory. Helmet must meet applicable SFI and/or Snell specs with fresh air system installed. Compressed air only. Air can be supplied on demand or by constant pressure. Eject Helmet Removal Systems # SDR 890-01-30 mandatory and must be installed as per manufacturers instructions. **A SFI 3.3 stand 21 lid lifter may be used in lieu of the Eject system.**

HEAD AND NECK RESTRAINT DEVICE/SYSTEM: At all times that the driver is in the race vehicle, from the ready line until the vehicle is on the return road, driver must properly utilize an SFI-approved head and neck restraint device/system, including connecting the helmet as required for full functionality of the device. The device/system must meet SFI Spec 38.1 and must display a valid SFI label. The head and neck restraint device/system, when connected, must conform to the manufacturer's mounting instructions, and it must be configured, maintained, and used in accordance with the manufacturer's instructions.

PROTECTIVE CLOTHING: Driver's suit meeting SFI Spec 3.2A/20, gloves 3.2A/20 boots 3.2A/20 and head sock 3.3 mandatory. All jacket and pants or driver suits that meet SFI Spec 3.2A/20 must be recertified on a five-year interval. A head sock is not mandatory when helmet is manufactured with a skirt labeled as meeting SFI Spec. 3.3.

CLASSIC FUEL ALTERED

Requirements & Specifications

ENGINE: Any internal-combustion, American-made automotive engine permitted. Maximum cubic inches 500; maximum bore center spacing 4.840 inches, must maintain bore centers +/- .015-inch from stock. Blocks and cylinder heads must retain all physical characteristics of stock-production components. Billet blocks allowed. Accepted billet heads and block must remain as manufactured.

LOWER CONTAINMENT: Engine must be equipped with an SFI Spec 7.1 lower-engine ballistic/restraint device. A bellypan is mandatory in addition to the lower engine restraint). The units must incorporate a minimum of 4 inch high bulkheads for oil retention. If the unit is multi-piece the panels must affix inside the lower unit to direct oil back into the catch pan. The rear bulkhead must be a minimum of 1 inch high and form a seal to the motorplate. Oil absorbant liner mandatory.

EXHAUST SYSTEM: Single wall zoomie exhaust headers mandatory. FC style prohibited.

FUEL: Nitromethane and methanol permitted. All Participants must run a minimum of 80% Nitromethane. All other fuels prohibited.

FUEL SYSTEM: Maximum of an IHRA accepted 21 gpm single pump as per manufacturers provided specifications. Down nozzles prohibited. Maximum number of nozzles is 16. (8 in manifold and 8 in injector hat.) Maximum injector opening is 45 square inches excluding cross shaft. Hi speed or high low valves must be manually operated.

NITROUS OXIDE: Prohibited.

SUPERCHARGER: Limited to the use of a retro 6-71 or regular 8-71 roots-type supercharger. High Helix units prohibited. OEM or IHRA accepted front driven case mandatory. Specification limits: 5.840 inch rotor cavity, 11.250 case width. The maximum height of a spacer if utilized, is 2 inches. An SFI 14.1 or 14.3 supercharger restraint system, aluminum studs, SFI 23.1 burst panel and a supercharger belt guard are mandatory.

THROTTLE: Throttle control must be manually operated by driver's foot; electronics, pneumatics, hydraulics, or any other device may in no way affect the throttle operation. Throttle must incorporate a positive-action return system.

VALVE COVERS: Cast or fabricated metal valve covers using all attachment bolts mandatory. Carbon fiber/composite valve covers prohibited.

VENT-TUBE BREATHERS: Vent tubes must be double clamped at valve cover and overflow tank. Minimum diameter, 1.25 inches for all breather tubes. All entries must utilize a secondary attachment method for hardware that connects the valve covers to the vents tubes. All tubing material must be flame resistant and be IHRA accepted prior to use.

CLUTCH, FLYWHEEL, FLYWHEEL SHIELD: Flywheel and clutch meeting SFI Spec 1.3 or 1.4 and flywheel shield meeting SFI Spec 6.2 mandatory. Clutch management system prohibited. Release of clutch must be the result of a manual operation by the drivers foot.

DRIVELINE COVER: Driveline must be covered in .024-inch steel or .0625-inch aluminum 360-degree full cover. Couplers mandatory. Rear cover must surround the coupler. Front cover must surround the driveshaft from the back of the reverser to the end of the splicer sleeve in the area of the driver's leg. All covers must be securely mounted to frame, either by a suitable crossmember or third member.

REAR END: Aftermarket full-floating or live axle assembly optional. Any commercially available ratio permitted.

TRANSMISSION: Two-speed transmission maximum with reverser required. Transmission must be planetary-type design. OEM type units prohibited. Direct drive units permitted. A ballistic shield covering all units mandatory; must meet SFI Spec 4.1.

BRAKES: Two-wheel hydraulic brakes mandatory. Application and release of brakes must be a function of the driver; electronics, pneumatics, or any other device may in no way affect or assist brake operation. Hand brake, if used, must be located inside body or driver compartment. Steel brake lines mandatory.

STEERING: Conventional automotive-type rod ends must be a minimum of 3/8-inch shank diameter and must be installed with washers to prevent bearing pullout. Removable steering wheel, if used, must meet SFI Spec 42.1.

BALLAST: Permitted. Must be secured with minimum of two 3/8-inch, Grade 8 fasteners, per 100 pounds.

GROUND CLEARANCE: Minimum 3 inches from front of car to 12 inches behind centerline of axle; 2 inches for the remainder of the car, except oil pan and headers.

PARACHUTES: Dual parachutes mandatory. Fire-resistant protective covers must be on all parachute packs and unpacked shroud lines.

ROLL CAGE: Chassis must have manufacturers name, serial number, and date of manufacture. Chassis must meet SFI Spec 10.1. Plating of chassis prohibited; painting permitted. Chassis must have current certification tag prior to competition and have serialized sticker affixed to frame before participation. Pressurization of framerails in lieu of air bottles is prohibited. Roll-cage padding meeting SFI Spec 45.1 mandatory

where driver's helmet may come in contact with roll-cage components. Additional padding, mounted on flat stock and fastened to the roll cage on both sides of the driver's helmet, mandatory. Additional padding must be IHRA-accepted, securely mounted using bolts or locking fasteners, and must include a flame-retardant covering.

SUSPENSION: Rigid rear suspension mandatory. Front suspension optional.

WHEEL BASE: Maximum: 120 inches, measured on long side. Maximum wheelbase variation from left to right: 2 inches.

TIRES: Race-only spec tires on front mandatory. Size of rear tires limited to 36-inch diameter x 17-inch wide.

WHEELS: SFI 15.1 or 15.3 wheels mandatory.

SHEET METAL: Driver-compartment interior and firewall, etc. must be aluminum or steel. Magnesium or carbon fiber prohibited panels prohibited.

SEAT: Seat may be made of aluminum steel or composite material.

UPHOLSTERY: Minimum one-layer, Nomex-type material mandatory as seat upholstery, with manufacturer's name displayed.

BODY: Limited to 1949 and earlier coupes or roadsters. Bodies must resemble the original mass-produced make and model. All bodies must be painted and lettered. Grill shell or grill shell tank design matching the paint design is mandatory.

SPOILER / WING: Rear spoiler limited to a single element unit with a maximum of 800 square inches with a maximum height of 76 inches as measured from the highest point of the wing. Front spoilers, wings or canards prohibited. The maximum front frame overhang is 6 inches.

COMPUTERS: Computers prohibited.

DATA RECORDERS: Data recorders permitted. Cannot perform any function in fuel, clutch, or driver management.

IGNITION: Mag limited to single point-type with only one coil (electronic mags or mag amp boxes prohibited). Timing advance or retard functions must be a direct function of the driver by mechanical or pneumatic means. A positive ignition shutoff within the reach of the driver is mandatory.

WARM-UPS: When starting vehicle in the pit area, vehicle must be fully within the confines of the assigned space. No part of the car may extend past the trailer.

ARM RESTRAINTS: Mandatory.

CREDENTIALS: Valid IHRA license mandatory. All drivers must be actively involved in fanfest activities at Nitro Jam events.

DRIVER RESTRAINT SYSTEM: Three-inch driver restraint system meeting SFI Spec 16.1 mandatory. All belts and mounting points must be covered with a fire-resistant material. Restraint system must be updated at two-year intervals from date of manufacture or as specified by manufacturer.

HELMET: Helmet meeting Snell, SA-2015 or newer mandatory. Helmet must meet applicable SFI and/or Snell specs with fresh air system installed. Compressed air only. Air can be supplied on demand or by constant pressure. Eject Helmet Removal Systems # SDR 890-01-30 mandatory and must be installed as per manufacturers instructions. A SFI 3.3 stand 21 lid lifter may be used in lieu of the Eject system.

HEAD AND NECK RESTRAINT DEVICE/SYSTEM: At all times that the driver is in the race vehicle, from the ready line until the vehicle is on the return road, driver must properly utilize an SFI-approved head and neck restraint device/system, including connecting the helmet as required for full functionality of the device. The device/system must meet SFI Spec 38.1 and must display a valid SFI label. The head and neck restraint device/system, when connected, must conform to the manufacturer's mounting instructions, and it must be configured, maintained, and used in accordance with the manufacturer's instructions.

PROTECTIVE CLOTHING: Driver's suit meeting SFI Spec 3.2A/20, gloves 3.2A/20 boots 3.2A/20 and head sock 3.3 mandatory. All jacket and pants or driver suits that meet SFI Spec 3.2A/20 must be recertified on a five-year interval. A head sock is not mandatory when helmet is manufactured with a skirt labeled as meeting SFI Spec. 3.3.

Nitro Motorcycle

REQUIREMENTS & SPECIFICATIONS

All entries must utilize the accepted Electrimotion safety shutoff controller.

ENGINE: Must keep design feature of Harley-Davidson engines (pushrod, 45-degree to 90-degree V-Twin). Carbureted or fuel-injected engines with a maximum displacement of 200 cid. An SFI-accepted engine restraint system mandatory.

BELLY PAN: Mandatory.

CYLINDER HEAD: Aftermarket pushrod heads (including 4-valve) permitted.

FUEL: All fuels other than nitromethane and methanol prohibited.

SUPERCHARGER: Permitted. All units must have rubber manifold connections or some form of "sneeze" valve to relieve pressure.

VENT TUBES: Crankcase and all tanks containing fluids must have vent tubes routed to catch can or have a non-spill breather system on motorcycle.

CHAIN GUARD: Mandatory on all motorcycles. Chain guard must be .060-inch steel or 1/8-inch aluminum. Chain guard must cover the width and at least the top run of the chain, from centerline to centerline of sprockets.

CLUTCH: Any type clutch, including multi-stage setup, permitted. Clutch must have a protective guard made of .060-inch steel or 1/8-inch aluminum.

TRANSMISSION: Any transmission or high-gear-only system may be used.

BRAKES: Hydraulic type, front and rear, mandatory. Steel-braided brake lines mandatory. Brake lines must be routed and mounted to ensure no contact with moving parts. Two-rotor front brakes permitted. Minimum size: 11-inch diameter, 3/16-inch thickness for single rotor; 9-inch diameter, 1/8-inch thick with dual rotor brakes. Parachutes are mandatory on all bikes.

CONTROLS: Handlebar controls must be located in safe, workable position. Foot pegs and foot controls must be located in safe, workable position and must be mounted in an accepted manner. Rider must be able to shut off fuel without removing hands from handlebars. A secondary shut off device must be attached to rider in the event of a premature exit from motorcycle. This device must control the fuel valve. Dual cable push-pull throttle assembly is mandatory. Lanyard for secondary shut off must be run through eyelet, allowing the lanyard to be pulled in any direction to force shut off.

SUSPENSION: Front suspension minimum size: 32mm. Minimum travel: 2 inches. Steering dampener mandatory. Rear suspension permitted. Fork stops required; must limit the turning arc to 28 degrees.

WHEELIE BARS: Wheelie bars mandatory. Minimum length, from centerline of rear axle to centerline of wheelie-bar axle: 84 inches; maximum length is 120 inches. Must be securely cross-braced.

FRAME: Aftermarket frames permitted. All frame components, except braces, brackets, and gussets, must be manufactured from minimum 1 1/8-inch x .065-inch 4130 chrome moly tubing. All welding must be done by approved heliarc process. Rake angle must be at least 40 degrees. All butt welds must have visible reinforcement. Plating of frame prohibited. Painting permitted. Frames constructed before 1999 and approved for competition may use 1-inch x .58-inch tubing.

GROUND CLEARANCE: Minimum of 2 inches with rider on bike with 10 psi in rear tire (includes exhaust and kickstand).

WHEELBASE: Minimum 85 inches.

TIRES: Must be specified for racing use by manufacturer. Any rear-tire size permitted.

WHEELS: Rear-wheel minimum: 15-inch diameter; maximum, 18-inch diameter. Front-wheel minimum: 16-inch diameter; maximum, 19-inch diameter.

SEAT: Seat, tail section, and rear fender may be incorporated as one unit and must include a step to prevent rider sliding backward.

BODY: No body parts are necessary, except rear fender that must cover the width of the tire and extend past the rear axle.

FAIRINGS: Permitted. All units must be solidly mounted to frame.

CHARGING SYSTEM: Permitted.

CONTROL SWITCHES: Must be mounted and constructed in an accepted manner. Must have an emergency fuel and ignition kill switch.

IGNITION: Any ignition system permitted.

STARTING SYSTEM: Must be electric external starter. Battery top covers required. No push starts. Jackstands mandatory for starting.

COMPUTERS/DATA RECORDERS: Can be used for information gathering only.

CREDENTIALS: Valid IHRA competition license mandatory.

HELMET: Full-face helmet meeting SN 2015 or newer mandatory. Eject Helmet Removal Systems part # SDR 890-01-30 mandatory and must be installed as per manufacturers instructions. A SFI 3.3 stand 21 lid lifter may be used in lieu of the Eject system.

PROTECTIVE CLOTHING: Full all-leathers or SFI Spec 40.1/2 suit, leather boots that completely cover the ankle with toe-area reinforcement, and full-finger leather gloves are mandatory. Gloves must be Kevlar-lined or equipped with slide buttons and have knuckle armor and palm reinforcement. Suits may be one-piece design or joined with a zipper at the waist. Reinforcement and/or armor in the knee, elbow, shoulder, and knuckle areas required. Spine/back protector and ballistic chest protector mandatory.

Pro Stock

This class is a qualified field. 2,425 lbs minimum weight including driver, at the conclusion of all passes. Cubic Inch maximum: 830 cubic inches on hemi combinations and **855** on wedge entries.

REQUIREMENTS & SPECIFICATIONS

All entries must utilize the accepted Electrimotion safety shutoff controller.

BELLY PAN: Permitted. Must extend beyond leading edge of engine and accessories and incorporate a 1 inch lip on the front edge of all units.

BODY: Reserved for 2005 and later IHRA accepted composite bodies. Modifications to IHRA-accepted body components prohibited. Maximum front end overhang is 45 inches. All measurements must remain within the tolerances found on the IHRA Pro Stock Body Measurement sheets. All body mounts must be non-adjustable. Ground effects of any description prohibited. Ground effects include but are not limited to rocker skirts, belly pans, sheet metal work to the under side of the car that produces a "tunnel" for the passage of air, etc. Front splitter mandatory, it must attach to the lower front fascia. Splitter must be constructed of aluminum, steel, or stainless steel with a minimum thickness of .050-inch and a maximum .060-inch. Any additional lips or flanges prohibited. Splitter must be flat and parallel to the front lip. Mounting of the splitter must be IHRA-accepted. The 3/8-inch lip in the front will not be included in the front overhang measurement. Maximum 2.5-inch inner lip allowed around front portion of front end. Front portion to be considered area from front-wheel opening extending around front end to front of opposite front-wheel opening. Maximum width of rocker-panel support 3 inches.

DOORS: Must be functional from inside and outside. Exact duplicates in fiberglass or carbon fiber permitted. All entries must incorporate a metal deflector between the fenders and the leading edge of the doors.

FIREWALL: .024" steel mandatory.

FLOOR: Replacing stock floors with .024" steel or .032" aluminum allowed. Replaced floors must be stock in appearance and location. Driver's side floor pan must be steel and must extend from firewall to rear of driver's seat and must be welded in place. Chassis, frame and driveline must be below floor. Rear floor may not be higher than 8" above door sill. Belly pan permitted between the center frame rails extending from the rear to the front cross member or to the bellhousing. All pans must be designed to facilitate fluid retention.

GRILLE: OEM appearance mandatory

HOOD & HOOD SCOOP: One opening only. The highest point of the hood scoop may not exceed 15" in overall height above the original hood surface, measured from the leading edge of the scoop.. Sensors, lines, or wires, etc. are prohibited from being in hood scoop.

STREET EQUIPMENT: Complete stock seal beam head light lenses or accepted replica and stock tail light lenses in original factory location required. Operational tail light required.

SPOILERS: Rear spoilers must measure between 14" to 17", measured from the body line at spoiler transition point to the tip and may have no less than 0 degrees from horizontal. May not be molded into deck lid. All spoilers to be painted to match paint scheme. Rear of chute pack cannot be forward of rear tip of spoiler. Roof-mounted spoilers prohibited. Air foils prohibited. Any front spoiler used must have been factory available for body used. Spoiler outside of deck lid opening may not exceed 8" wide. Spill plates may be no more than 6" high and 26" long. Spill plate may not be molded to the quarter panel. A straight edge will be placed on the spoiler, perpendicular to the centerline of the car and level to the ground. Distance between level and lowest part of spoiler can be no more than 2". A wickerbill must be attached across the entire trailing edge of the spoiler. It must be constructed and attached in a way that will prevent air from passing under or through the unit. It must be 90 degrees from top of horizontal plane and a minimum of 3/4" high.

WHEEL WELLS: Rear, must be separate for each wheel.

WINDSHIELD, WINDOWS: Full windows required, .125 polycarbonate materials, such as Lexan MR 4000, allowed. Must match original contour and shape, and mount in stock location. No bubbles in side windows for tire clearance. Cutting and/or notching windshield permitted if covered by hood scoop.

BATTERY: Maximum 2 batteries. Must be securely fastened. Must have external master electrical shutoff marked "push-off".

BALLAST: 250 lbs. maximum. Ballast attached on or in front of the forward cross member is limited to 40 lbs. maximum, including bracket. The bracket may not exceed 12" in length, measured from the cross member, attached with a minimum of (4) 1/2" bolts. The maximum distance from the front of the bracket to the front of the motor plate is 36". Any car found with unsecured or illegal ballast following a run may be disqualified from the event at discretion of Technical Department.

BRAKES: Four wheel brakes mandatory with dual master cylinder mounted above frame rails on all entries. Steel brake lines mandatory.

CHASSIS: Must be SFI 25.1E Spec. with current certification tag prior to competition. On any car constructed after Oct. 31, 2006, a panel of .032-inch aluminum, .024-inch steel, or IHRA-accepted carbon fiber must be installed on the inside portion of the roll cage anywhere the driver's legs can come into contact with the cage. Panels must be installed in the front and lower portion of the driver's-side X brace. Panels must attach to the interior side of the tubing, or no farther than the middle of the tubing, with "impact-type" padding attached to the panels.

DRIVERS SEAT: Drivers seat to be no less than 22" from center of rear axle to set back (where shoulder harness passes through). Seat must be foamed with energy-absorbing material and formed to the driver's body. Minimum one-layer, flame-retardant material mandatory as seat upholstery.

ENGINE SETBACK: Maximum setback is 80.125 as measured from the center of the rear axle to the back of the engine block. Modifications to the block that would permit additional setback are prohibited.

FUEL SYSTEM: One SFI 28.1 front-mounted fuel cell mandatory. Fuel circulating systems that are not part of the fuel system are prohibited. All fuel cells must be mounted between frame rails and protected by 1-1/4" x .065 chrome-moly tubing.

GROUND CLEARANCE: Minimum 3" from front of car to 12" behind centerline of front axle, 2" for remainder of car.

RADIATOR: Radiator with one water pump mandatory. Remote mounted water pump permitted.

STEERING: Minimum steering wheel outside diameter is 12". SFI 42.1 disconnect is mandatory.

SUSPENSION: Full automobile production systems mandatory. Minimum 1 hydraulic shock absorber per wheel. Fabricated units permitted. Rigid-mounted suspensions or straight front axles prohibited. Active suspension of any kind prohibited. Any ability to make on track setting/rate changes based on "real time" data or input from any source, including the shock/strut itself (i.e., magnetically charged fluid), is prohibited. Electrically controlled, hydraulic shocks and/or struts are permitted, provided all adjustment settings/changes are preset before the run. All shocks systems must be IHRA-accepted. Only 1 three-wire shielded cable connection is permitted from the top of the shock/strut to the shock/strut controller. Electrical connections of any other kind to or from the shock/strut prohibited. Shock/strut travel sensors permitted, but may ONLY be connected to the vehicle data recorder. Shock/strut control boxes that have connections for travel sensors must have the pin removed from the connector. Connection to serial port on control box prohibited once car reaches the ready line. All wiring must be visible and easily traceable for technical inspector. Control boxes must be IHRA-accepted. Shock/strut may have a maximum of three air lines connected to an air bottle.

WHEELS/TIRES: Must be automotive type designed for racing. All tires must have manufacturer, model and size information clearly designated if used in competition. Clearance from outside of front tire to inside of fender at widest point not to exceed 4". Rear clearance 5.5 inches" from outside of tire to inset of fender at widest point. Inner liners accepted. SFI 15.1 bead-lock rear wheels mandatory. Maximum width 16. Modifications to any SFI rated wheel is prohibited.

WHEELBASE: Front wheels may be moved a maximum of 5" forward to accommodate the extended front end body. All entries must be 105" maximum with 1" offset if desired.

WHEELIE BARS: Permitted. Maximum length of wheelie bar 80" from center of housing to center of wheelie bar wheel.

CARBURETION: Limited to any two 4-bbl. IHRA accepted automotive carburetors available to the general public with any internal modifications.

FUEL INJECTION: Permitted. EFI controller manufacturer, model, firmware and software must be approved for use by the IHRA Competition Department and must be commercially available to all competitors prior to use in competition. Maximum of 16 injectors placed in any location above the cylinder head. EFI controller must operate in an open loop configuration with no connection to oxygen sensor or EGT sensor. EFI controller is stand alone, fuel only with rpm signal provided from crank and or distributor trigger separate from the ignition trigger. EFI controller can have output to data logger only. Wiring harness cannot contain provisions for oxygen sensors and must have specific part number approved by the IHRA Competition Department prior to use in competition. EFI controller can only send data to data logger not receive. EFI controller cannot monitor any performance criteria of the vehicle including acceleration, drive shaft, wheel speed, track position, etc. The only sensors to be utilized and or monitored with the EFI controller are coolant temperature, fuel pressure, IAT (Inlet Air Temperature), MAP (Manifold Air Pressure) and TPS (Throttle Position Sensor). Competitors may utilize any configuration of 2 or 4 blade throttle bodies. Throttle bodies must be installed with throttle blades in a horizontal location. Forward facing throttle bodies are not permitted. Throttle bodies must be production units commercially available to all competitors prior to use in competition. Intake manifold must be of conventional design with no active components, i.e., runners. Inlet air must be drawn from a single opening, forward facing hood scoop of conventional design. EFI and carburetion cannot be combined on an intake manifold.

CYLINDER HEADS: Cylinder heads must be configured after OEM or IHRA accepted pattern, contain OEM or aftermarket factory casting number & logo, and must be available to all competitors. Heads must be cast aluminum. Maximum 2 valves, and one spark plug per cylinder.

ENGINE: Internal combustion, reciprocating, naturally aspirated, single camshaft, 90 degree V-8 automotive-type mandatory. IHRA approval mandatory. Crankshaft centerline must intersect cylinder bore centerlines and be symmetrical. Limited to 830 ci hemi and 855 ci on wedge entries no tolerance. Block must be IHRA accepted and must be available to all competitors. Blocks may be aluminum or cast iron. No magnesium or other materials allowed. One distributor maximum. Maximum 5" bore spacing. Every engine must have an individual Serial No. given by engine builder. The Serial No. must be located in a clearly visible place on the cylinder heads and block. All moving engine components must be accepted prior to utilization. It is the responsibility of the engine builder to provide the IHRA Technical Department with a materials list for all moving engine components as part of the inspection process. Additionally, the use of beryllium, carbon fiber/kevlar, ceramic, or composites are prohibited from use on these components. The rod and main bearing assemblies must be of conventional sleeve design.

ENGINE (QUALIFYING): All qualifying engines must remain with the respective car for the duration of the event. When a car enters competition with a given engine, that engine cannot be placed in another car to qualify for that event. A replacement engine may be used, only if the engine has not been used by another competitor at the same event.

FUEL: All entries must utilize VP C-23 or Q-16 on all qualifying attempts as well as in eliminations. The use of propylene oxide, nitrous oxide, nitro methane, or other additives is prohibited.

IGNITION: Aftermarket electronic ignition boxes may not be modified from factory specifications. If digital ignition system has internal programmable retard functions, all of the external wires that have the ability to activate similar functions must be clearly disconnected and removed from the wiring harness. (Example. MSD 7530, 7530T and 75301 (pink, tan, violet and white wires). MSD 7730 power grid system allowed provided the MSD 7720 (Ignition Module), MSD 7740 (4 connector CAN-Bus Hub) and /or MSD 7751 (Launch Control Module) are the only products used to complete the ignition system. The 5 individual step retard wires (pink, violet, tan, light green and green) must be clearly disconnected. Any electronic traction control device prohibited. Ignition systems and/or components must be utilized in an unaltered manner consistent with the manufacturer's installation and instruction books unless otherwise approved. The Timed Safety Rev Limit function of the ignition must be set to 8 seconds and 4,000 rpm.

CLUTCH: SFI 1.2 Clutch mandatory. Release and bearing engagement / disengagement must be manually operated by driver's foot. The use of electronics, pneumatics, hydraulics or any other device is prohibited from affecting clutch operation. Lock up units prohibited. All levers in the clutch assembly must be attached to the pressure ring. A 8 inch maximum 3 disc or a 10 inch maximum 2 disc is permitted in a 6.1 bellhousing. Measurement is obtained from clutch disc diameter. If larger diameter 2 or 3 disc or any 4 disc is utilized, a 6.3 bellhousing is mandatory.

DRIVELINE: Driveshaft must meet SFI Spec 43.1. Each end of driveshaft must have round 360-degree driveshaft loops within 6 inches of U-joints. Additionally, driveshaft must be covered by 360-degree tube, covering the front U-joint and extending rearward a minimum 12 inches. Minimum thickness of tube is .050-inch chromoly or titanium. Driveshaft tube must utilize a minimum of four attachment points to the chassis, either bolted with minimum 5/16 SAE bolts or welded or 1/4-inch push/pull pins.

BELLHOUSING: SFI 6.1 or 6.3 with current certification. See SFI 6.1 or 6.3 for motor plate requirements.

REAR END: Aftermarket axles mandatory. Full floating or live axle assembly is optional. Minimum 40 spline axles mandatory. Standard automotive design 3rd member mandatory with a maximum ring gear diameter of 10 inches.

TRANSMISSION: Planetary type transmission mandatory. All entries must utilize a one-piece transmission shield (blanket). Automated shifters, electronic timed shifters, automatic transmissions and converters are prohibited. Multi-functional single button shifters prohibited. If a pneumatic shifter is used, each shift must be activated by its own individual control button. Routing of pneumatic shifter lines must be IHRA approved prior to competition. All pneumatic shifter lines act independently and not a result of or activate other air or electric systems on the entry.

DRIVER RESTRAINT SYSTEM: Must be equipped with a driver restraint system meeting SFI Spec. 16.1 with two year expiration from date of manufacture.

ENGINE CONTAINMENT SYSTEM (diaper): Engine must be equipped with IHRA accepted engine containment system. All systems must cover the oil pump and related components.

FIRE EXTINGUISHER SYSTEM: Five pound fire extinguisher system mandatory. Minimum 1 nozzle on driver's side in front of driver's feet, 1 nozzle in front of engine.

HELMET: SN-2015 or newer or 31.2A or 41.2A mandatory full face helmet mandatory. Use of open face helmet prohibited. Eject Helmet Removal Systems part # SDR 890-01-30 mandatory and must be installed as per manufacturers instructions. **A SFI 3.3 stand 21 lid lifter may be used in lieu of the Eject system.**

HEAD AND NECK RESTRAINT: SFI 38.1 mandatory.

MASTER CUTOFF: Master electrical cutoff switch required. Marked push-off and function that way.

PARACHUTES: Two required with separate mounting points using 1/2" sleeved bolts. Safety pins must be red flagged.

PROTECTIVE CLOTHING: Jacket and pants or suit meeting SFI Spec 3.2A/15, gloves meeting SFI Spec 3.3/5, and shoes meeting SFI Spec 3.3/5 mandatory. An SFI 3.3 head sock or SFI 3.3 skirted helmet is required on all entries.

ROLL CAGE PADDING: Roll-cage padding meeting SFI Spec 45.1 mandatory anywhere driver's helmet may come in contact with roll-cage components. Additional padding mounted on flat stock and fastened to the roll cage on both sides of the driver's helmet, mandatory. Additional padding must be IHRA-accepted (with manufacturer's name displayed), securely mounted using bolts or locking fasteners, and must include a flame-retardant covering.

WINDOW NET: SFI 27.1 mandatory. See General Regulations.

CREDENTIALS: Valid IHRA competition license required.

ELECTRONICS/DATA ACQUISITION: No sensors may be used to monitor track position. Sensors are prohibited from use on wheels or on any other moving part other than the drive shaft. IHRA reserved the right to review any data collected at any time. Any teams failure to comply with this request may result in disqualification from the event or series.

TOP FUEL

TF preceded by car number. Nitromethane burning dragsters, vehicles built specifically for all-out drag racing competition. Push starts prohibited. Tow vehicles permitted. 2,200 lbs. minimum weight.

Requirements & Specifications

All entries must utilize the accepted Electrimotion safety shutoff controller.

AIRFOIL: Front positive-locking device to prevent accidental movement required. Sidemounted canard-type units permitted, securely mounted. No part of wing to be within 6" of front tire.

BODY: Body and cowl must be metal, fiberglass or carbon fiber/kevlar extending forward to firewall. Driver compartment, frame structure, roll bars and body must be designed to prevent driver's body or limbs from contact with wheels, tires, exhaust system, or track surface. Sub-flooring, inside but independent of body, required where driver's legs rest on belly pan or chassis. Front overhang not to exceed 30", measured from centerline of front spindle to forward most point of car. Ground effects prohibited and include rocker skirts, belly pans, or any configuration under the body that creates a tunnel for the passage of air. Air deflector plates located behind the driver are restricted to a maximum 17" x 17".

FRONT WHEEL FAIRINGS: Prohibited.

WINDSCREENS: Required.

WINGS & SUPPORTS: Rear wing supports must meet SFI Spec 2.3K. Wing configuration limited to one only with maximum three elements. Maximum area of rear wing (total of all stages and/or elements), canards and airfoils mounted behind front spindles restricted to 1500 square inches. Trailing edge of wing may not extend more than 50" behind center line of rear axle. Maximum height of any wing as measured vertically from the trailing edge of wing to ground is 90". Strut mounting points may not be forward of motor plate. Distance from main to secondary mounting points must be 30" minimum. No part of the wing or wing supports may attach to any engine, bellhousing or transmission components. Attaching bolts to be 7/16" grade 8 bolts. Ballock pins prohibited. Any adjustment or movement during run prohibited. Pressurization of wing struts, up to a maximum of 200 psi, is permitted. Spill plates must be flat, vertical and parallel. Spill plate must attach to wing at right angle. Maximum spill plate dimensions 1/4" x 22" x 22". Front wing (element) may not exceed 66.5" in total width including spill plates. One inch off set from vehicle centerline permitted.

BALLAST: Permitted. See general regulations.

BRAKES: Dual spots or equivalent mandatory; minimum two-rear-wheel hydraulic brakes. Hand brake, if used, must be located inside body or driver compartment. Steel brake lines required. Brake lines passing engine or blower drive on any rear-engine car must be shielded. Automated and or secondary braking systems prohibited.

CHASSIS: All cars must meet SFI 2.3, 2.2 Spec. Plating of chassis prohibited. Chassis must have a current Chassis Certification prior to Competition. Cars without cross member above driver's legs must have a device to prevent driver's legs from projecting outside chassis.

DEFLECTOR PLATE: The minimum thickness of the deflector plate must be 1/8 inch 6061 T6 aluminum or 1/16" steel or titanium. If this thickness listed above is used, the plate must be clearly stamped by manufacturer to certify that the correct material was used. Deflector plate must be installed between roll cage and engine extending from 1" above top blower pulley to 1" below bottom pulley and no less than 1" wider than each pulley. On any enclosed engine/driver configuration, a full bulkhead must be installed to completely seal the driver from the engine. Minimum attachment for any plate is four 5/16" bolts. All competitors in Top Fuel must incorporate roll cage shielding in addition to the existing deflector plate. The shield must be, at a minimum, higher than the top of the driver's helmet and must be shaped to conform to the roll cage.

GROUND CLEARANCE; Minimum 3" from front of car to 12" behind centerline of front axle, 2" for remainder of car, except oil pan and exhaust headers.

PINION SUPPORT: Rear axle and/or pinion housing anti-rotation device mandatory.

SKID PLATE: Skid plates mandatory minimum 3 square inches must make contact before frame and oil pan.

STEERING: A device must be used to prevent a long steering shaft from injuring driver in case of frontal impact. Quick disconnect steering wheel meeting SFI 42-1 spec mandatory.

THROTTLE: Throttle actuating method on rear-engine cars must be protected where it passes blower-drive section. Electronic operation prohibited.

WHEEL BASE: Minimum 250". Maximum 300" to long side. Maximum wheel base variation from left to right: 2 inches. Minimum front tread width is 26".

WHEELS & TIRES: Wire wheels prohibited. Front wheels meeting SFI 15.2 mandatory. Minimum diameter of front wheels is 17". Rear-wheel discs or covers prohibited. Tires must be automotive type recommended by manufacturer for Top Fuel racing. Beadlock rear wheels meeting SFI 15.4 mandatory. Maximum width of wheels 16".

WHEELIE BAR: Mandatory. Wheels must be nonmetallic.

ENGINE: Any internal combustion, reciprocating, 90 degree, single camshaft automotive engine permitted. Any configuration totaling 500 ci. Limited to one engine only. No electronic or electronically controlled fuel injection permitted. Must be equipped with SFI 7.1 engine containment device. Maximum bore center spacing 4.900". All engines must be IHRA accepted prior to competition.

EXHAUST SYSTEM: Competition exhaust permitted. Exhaust must be directed out of car to rear, away from driver and fuel system.

FUEL: Nitromethane mandatory, maximum 90% at 60 degrees.

FUEL INJECTOR: Maximum allowable injector opening is 65 square inches excluding cross shaft in fully open position. Maximum height is 46" measured from crankshaft centerline.

FUEL SYSTEM: Fuel lines must be isolated from driver's compartment by a subfloor or be braided steel where engine is located in rear and fuel tank is in front of driver. Fuel tanks must be mounted above bottom frame rail. Fuel cells accepted. Electronic or electrically controlled fuel system prohibited. All fuel inlet fittings must be double barb or double bead design and secured with double clamps. Fuel block, down nozzle and manifold lines must be positioned to not obstruct the exit of manifold pressure from burst panel. No fuel may be routed through the frame on any chassis constructed after 1/1/02.

IGNITION: All system and related allowance must be IHRA approved. Limited to a maximum of 2 magnetos with output of 44 amps or less. The use of micro-processor battery-related ignition systems and accessories is prohibited. Must be equipped with a functional on/off switch that will de-energize the system inside the driver's area. See General Regulations.

OIL LINES: Oil pressure lines must pass a minimum pressure test and be clearly labeled as passing the testing process. If the filter or dry sump tank are not mounted directly to the engine, 1 inch of free travel is mandatory on all lines.

OIL PAN: Steel reinforced oil pan gaskets mandatory. Dry sump oil system permitted. (Carbon Fiber prohibited). All pans and dry sump systems must be IHRA accepted.

OIL RETENTION DEVICE: Aluminum catch can mandatory on all entries. Designs must not extend forward of the drivers seat cross member or rearward of the pinion flange. The unit must incorporate a minimum of 4" high bulkheads for oil retention. All units must extend up the outside of the frame to the top frame rail on the sides and both in front and behind the motorplate. If the rear portion is multi-piece, the side panels must affix inside the lower unit to direct oil back into the catch pan.

SUPERCHARGER: Supercharger manifold burst panel meeting SFI 23-1 mandatory. 19" rotor length maximum, 11 1/4" case width, 5.840 rotor cavity diameter. Restricted to roots type rotor helix angle not to exceed that of standard 71 series GM-type rotor. Variable speed devices prohibited. All entries must utilize a belt guard designed to shield both fuel and oil lines. See General Regulations.

SUPERCHARGER RESTRAINT: SFI 14-3 Mandatory.

VALVE COVERS: Cast or billet metal valve covers using all attachment bolt holes mandatory (Carbon Fiber prohibited). Steel reinforced valve cover gaskets mandatory.

VALVE COVER RESTRAINT: SFI 14-4 Mandatory.

VENT TUBES: Minimum two vent tubes with 1.250 inside diameter mandatory. Tubes must connect to an IHRA accepted overflow tank. Minimum capacity is 8 quarts. All hose connections must be double clamped. All entries must utilize a secondary attachment method for the hardware that connects the valve covers to the vent tubes. All tubing material must be flame resistant and be IHRA accepted prior to use.

CLUTCH/FLYWHEEL SHIELD: Flywheel and clutch meeting SFI 1.3 mandatory. Flywheel shield meeting SFI Spec. 6.2 mandatory. Maximum depth 9.4 with four .750 diameter bolts securing bellhousing to motorplate, with two bolts above and two bolts below the crankshaft centerline. All other fasteners must be .4375 diameter. See SFI spec. 2.3K for specific requirements. See General Regulations.

TRANSMISSION: Prohibited. Positive system to disengage engine from final drive required. Clutch hold-down device recommended. Minimum requirement for reverser is a ballistic shield meeting SFI 4.1 spec. See General Regulations.

REAR END: Full-floating or live axle assembly required. Periodic Magnaflux check of axles recommended. Rear-end ratio of 3.20:1 mandatory on supercharged entries. Non-supercharged entries may run any desired rear-end ratio provided it is utilized in an IHRA accepted housing.

ARM RESTRAINTS: Mandatory. Must meet SFI 3.3.

DRIVER RESTRAINT SYSTEM: A minimum of a 7 point SFI 16.1 with two year expiration from date of manufacture mandatory. All belts and harnesses must be covered with fire-resistant material. Abrasion plates mandatory on seat belts where wrapped around frame and exposed to abrasion should the frame contact the ground. The system must maintain proper alignment in the direction of pull. All tabs and brackets must be in double shear and mounted in a way that will permit the system to pivot. The shoulder belt section must be made up of 2 separate belts with their own mount and mounting point. See General Regulations.

ENGINE CONTAINMENT: Must be equipped with SFI 7.1 engine containment device. The containment system must include the oil pump and related components. The use of chassis mounted flexible (soft) engine containment systems is prohibited.

FIRE EXTINGUISHER SYSTEM: Required when driver sits behind engine. Rear engine cars with an enclosed cockpit require a minimum 5 lb. fire extinguisher system. Safety pin must be red flagged.

HELMET: SA-2015 or newer or SFI 31.2 mandatory. Eject Helmet Removal Systems part # SDR 890-01-30 mandatory and must be installed as per manufacturers instructions

HEAD AND NECK RESTRAINT: SFI 38.1 mandatory.

PARACHUTES: Dual parachutes required. Two separate shroud line mounting points with sleeved 1/2" bolts required. Shroud lines from mounting point to parachute pack must be covered with flame retardant material. Safety pins must be red flagged.

PROTECTIVE CLOTHING: All suits must be re-certified on a 5 year interval. Driver's suit meeting SFI Spec 3.2A/15, gloves 3.3/15, boots/shoes 3.3/15, and head sock 3.3. mandatory. Drivers in front-engined cars must use suit meeting SFI Spec 3.2A/20, gloves 3.3/20, boots 3.3/20, and head sock 3.3. A head sock is not mandatory when helmet is manufactured with a skirt labeled as meeting SFI Spec. 3.3. Neck collar meeting SFI 3.3, must be a complete circle.

ROLL BAR PADDING: Additional roll bar padding mandatory anywhere the drivers head may contact the cage. SFI 45.1 may be used in the others areas as well.

SEAT: All seats must include an energy absorbing material that is formed to the driver's body. Flame retardant seat covering required if metallic seat is used.

CREDENTIALS: Valid IHRA Competition License required.

DATA RECORDERS: See General Regulations.

ELECTRONIC DEVICES: See General Regulations.

WARM UPS: When starting the vehicle it must be fully within the competitors pit space. No part of the vehicle may extend beyond the end of the transporter. If parked on an end or open pit space, it is mandatory that a vehicle be parked to shield the area while the vehicle is running.

PRO FUEL

FPD, preceded by car number. Reserved for injected nitromethane-burning dragsters built specifically for drag racing competition. All entries must incorporate a fan friendly theme in the appearance of the vehicle. Cars are weighed at conclusion of run, including driver. Weight break is 5.00 lbs per cubic inch. 2,100 lbs minimum.

Requirements & Specifications

All entries must utilize the accepted Electrimotion safety shutoff controller.

The requirements and specifications are the same as Top Fuel with the following exceptions.

CYLINDER HEADS: Aftermarket billet heads permitted. Maximum two valves per cylinder; maximum two spark plugs per cylinder.

FUEL SYSTEM: Fuel lines must be isolated from driver compartment by a subfloor or housing where engine is located in rear and fuel tank is in front of driver. Pressurized fuel tanks prohibited. Fuel tanks must be mounted above bottom framerail. Fuel cells permitted. Maximum two fuel pumps. Electronic or electrically controlled fuel system prohibited, however the use of electronic or electrically activated switches to activate pneumatic components is permitted. The use of propylene oxide and/or nitrous oxide is prohibited. The tank and lines may be insulated only to the inlet of the fuel pump. Circulatory systems are prohibited from use on the car or in the pits as a method of cooling the fuel. The use of non-metallic storage containers for fuel is prohibited at all Nitro Jam events.

INJECTOR SCOOP: Maximum injector scoop opening of 1 square foot, with top of opening no higher than 24 inches above the top of roll cage. Scoop may not extend more than 18 inches forward of the center of the forward engine cylinder, may not extend more than 12 inches behind the center of the rear engine cylinder, and may not exceed 24 inches in width.

VENT TUBE BREATHERS: IHRA-accepted catch can/vent tube system mandatory. Double clamps are required on each end of all hoses used in the vent system, including the dry-sump vents. Minimum 1 1/4-inch inside diameter hoses are required from each valve cover to the catch can inlets and/or framerails and from each framerail outlet to both catch can inlets. Minimum catch can(s) capacity is an eight-quart sump.

CLUTCH, FLYWHEEL, FLYWHEEL SHIELD: Flywheel and clutch meeting SFI Spec 1.3 or 1.4 and flywheel shield meeting SFI Spec 6.2 mandatory on all cars.

ROLL CAGE: Chassis must meet SFI Spec 2.1 or 2.3, Plating of chassis prohibited; painting permitted. Chassis must be inspected yearly and have serialized sticker affixed to frame before participation. Roll-cage padding meeting SFI Spec 45.1

mandatory where driver's helmet may come in contact with roll-cage components. Additional padding, mounted on flat stock and fastened to the roll cage on both sides of the driver's helmet, mandatory. Additional padding must be IHRA-accepted, securely mounted using bolts or locking fasteners, and must include a flame-retardant covering. All wiring must be external of the framrails; routing of cables, hydraulic, or pneumatic lines inside the chassis is permitted. Pressurization of framrails in lieu of air bottles is prohibited.

WHEELBASE & FRONT TREAD WIDTH: Minimum 150 inches; maximum 300 inches on long side. Maximum wheelbase variation from left to right: 2 inches. Minimum front tread width 26 inches.

REAREND: Full floating assembly mandatory. 2.90 Rear gear mandatory.

TIRES: Tires must be specified for racing use by manufacturer. Maximum rear tire: 18 inches wide x 118 inches maximum circumference. Minimum rear tire circumference: 108 inches. Tires are to meet size requirements when installed and ready to run at manufacturer's recommended operating pressures.

WHEELS: Beadlock rear wheels meeting SFI Spec 15.3 mandatory; maximum width: 16 inches. Wire wheels prohibited. Rear-wheel discs or covers prohibited.

ELECTRICAL COMPONENTS: Electrical and electronic components are restricted to ignition systems, data recorders, electrical gauges or indicators, engine shutoff and parachute release systems only. The use of electrical/electronic timers to control clutch management system is permitted.

CREDENTIALS: Valid IHRA PFD or ND license mandatory. All drivers must be actively involved in our fanfest activities at the Nitro Jam events.

Funny Car

Reserved for supercharged, nitro-burning Funny Cars built specifically for drag racing competition. Minimum weight at conclusion of run: 2,400 pounds, including driver.

REQUIREMENTS & SPECIFICATIONS

Requirements and Specifications are the same as Top Fuel with following exceptions.

All entries may utilize the accepted Electrimotion safety shutoff controller.

AIRFOILS / WINGS: Prohibited.

BODY: IHRA accepted coupe or sedan body mandatory. Contour of body must resemble same configuration and design for specific body selected. Maximum width variation from front to rear is 6 inches. Minimum body width is 60 inches. Bodies are measured at centerline of front and rear axles. Fender flares or lips, maximum 1 inch permitted on forward half of front and rear wheel openings; may not extend rearward of spindle or axle centerlines. Lips must be mounted in line with wheel opening and may not be mounted in front of opening. 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. 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. Taillight area may be hinged (top only) for air venting, maximum 100 square inches, one per side, and must be rectangular; any other holes in rear of body prohibited. 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. Rocker panel extensions may not be more than 1 inch wide. No underbody streamlining will be permitted. Bodies must be removable from a rear-release mechanism that must be accessible in the taillight panel area. Body (hood) burst panel, minimum 288 square inches, mandatory. Underside of body, including any roof area, must be covered with an IHRA accepted flame-retardant covering or coating.

ESCAPE HATCH: A working escape hatch must be installed in top of body to permit easy driver exit. Minimum size, 18 inches x 17 inches. Roof hatch must be permanently attached and hinged at front.

FIREWALL/DASH: Must be of aluminum or steel. Dash may be minimum .040-inch aluminum, firewall minimum .050-inch aluminum. Distance from center of hole to edge of panel, 3/4-inch minimum. Distance from top of bellhousing shroud cutout to "V" of firewall, 6 inches minimum. Minimum .050-inch doubler plate permitted. One-piece, .050-inch dash/firewall permitted. Firewall must be equipped with fire windows measuring no greater than 25 square inches on either side of firewall in vicinity of valve covers to warn driver of fire. Fire-resistant plastics such as Lexan or Plex 70 mandatory.

REAR BUMPERS: Must be equipped with rear bumper consisting of a minimum vertical surface of 3 inches, maximum allowable cutout for parachute shroud lines 4 inches by 30 inches. The trailing edge of rear bumper may not extend more than 54 inches from the centerline of the rear axle. Maximum measurement from trailing edge of rear bumper to ground 29 inches at rear tire pressure of 4.5 PSI.

REAR SPOILER: Rear spoiler cannot be "built in" to body. Maximum rear-spoiler width, including spill plates and attachment points, 54 inches. Rear-spoiler spill plates cannot be located forward of the centerline of the rear axle and onto rear quarter. Spill plates cannot be more than 5 inches above the roof line, or 60 inches from the ground, whichever is LESS. Trailing edge of spill plate may not be more than 60 inches past

the centerline of the rear axle. Spill plate supports permitted on one side of spill plate only, not both. Lip on rear edge of spill plate (vertical), 1/2-inch maximum. The trailing edge of rear spoiler may not extend more than 56 inches past the centerline of the rear axle, may not be more than 4 inches above the roof line or higher than top of spill plates, whichever is LESS, and the forward and trailing edge may not be mounted so as to preclude a "wing" configuration. Wicker on spoiler not to exceed 2 inches forward or back. Vortex prohibited on car body. Any adjustment or movement during run prohibited. Airflow through spoiler or past the underside of spoiler, other than hinged taillight area, prohibited.

SHEET METAL: Driver compartment interior, firewall, seat, etc. must be aluminum or steel.

DRIVELINE COVER: Each end of driveshaft must have a full 360-degree cover of minimum 1/16-inch steel or 1/8-inch aluminum. Rear cover must surround the coupler. Front cover must surround the driveshaft from the back of the reverser to the end of the Spicer sleeve in the area of the driver's legs. All covers must be securely mounted to frame, suitable cross member, reverser, or third member.

CHASSIS: Chassis must have manufacturer's name, serial number, and date of manufacture. Chassis must meet SFI Spec 10.1E. Plating of chassis prohibited, painting permitted. Chassis must have current certification tag prior to competition and have serialized sticker affixed to frame before participation. All wiring must be external of the framerails; routing of cables, hydraulic or pneumatic lines inside the chassis is permitted. Pressurization of framerails in lieu of air bottles is prohibited. All competitors in NFC must incorporate roll cage shielding in addition to the existing deflector plate. The shield must be, at a minimum, higher than the top of the driver's helmet and must be shaped to conform to the roll cage.

WHEELBASE: Minimum, 124 inches; maximum, 125 inches; measured on long side. Maximum wheelbase variation from left to right: 2 inches. Rear tread width cannot be outside of body line nor more than 3 inches inside body line. Front tread width must be no more than 6 inches inside body line. Measurements will be taken from outside edge of tire to inside edge of body.

ENGINE: Dry Sump System mandatory.

EXHAUST: Double-pipe insulated exhaust headers mandatory.

FUEL INJECTOR HAT: Maximum fuel injector air inlet opening: 65 square inches, excluding cross shaft. The maximum accepted height from the crankshaft centerline to the top of the injector hat is 34.0 inches. Electronic or electrically controlled fuel injection prohibited.

IGNITION SYSTEM: The MSD 8971 Pro Mag Digital Retard Control and MSD 7570 Graphic Editor are the only accepted units for competition. Ignition systems and/or components must be utilized in an unaltered manner consistent with the manufacturer's installation and instruction books unless otherwise approved. Maximum two spark plugs per cylinder.

FIRE EXTINGUISHER SYSTEM: Fire extinguishing system must meet SFI Spec 17.1. Minimum 20-pounds or more IHRA-accepted fire extinguishing system mandatory. System must direct a minimum of 15 pounds into engine compartment by outlets in front of each header. Remaining 5 pounds must be dispersed in driver compartment near driver's feet.

HEAD AND NECK RESTRAINT: SFI 38.1 mandatory.

PROTECTIVE CLOTHING: Driver's suit meeting SFI Spec 3.2A/20, gloves 3.3/20, boots 3.3/20, and head sock 3.3 mandatory. All jacket and pants or driver suits that meet SFI Spec 3.2A/20 must be recertified on a five-year interval. A head sock is not mandatory when helmet is manufactured with a skirt and labeled as meeting SFI Spec. 3.3. Fresh air system mandatory.

CREDENTIALS: Valid Competition License required.

Alcohol Funny Car

Numbers must be at least 4" high on both sides of the car. Minimum Weight: 2,200 lbs.

REQUIREMENTS & SPECIFICATIONS

All entries must utilize the accepted Electrimotion safety shutoff controller.

AIRFOILS, WINGS: Prohibited.

BODY: Must be coupe or sedan of type originally mass produced by an automobile manufacturer. Body must have originally measured 63" wide or more at centerline of front and rear axle. Minimum body width 60" when mounted. Bodies will be measured from centerline of existing front axle to centerline of existing rear axle. Fender flares or lips not on original factory produced bodies will not be considered in any width measurement. One inch lip around car body allowed. Duplications of production bodies made of fiberglass or carbon fiber allowed. Body may be lengthened or shortened. Tops may be chopped, maximum 2". Front fender bubbles may not exceed 2.5" as measured from flat portion of fenderline to top of bubble. Holes in top of fenders prohibited. Complete removal of top prohibited. A working escape hatch must be installed in top of body to permit easy driver exit. Minimum size, 18" x 17". Roof hatches must be permanently attached, i.e., hinged at front. Must have single release mechanism operable from inside and outside. Front overhang not to exceed 40". Enclosing the wheel wells or the use of wheel fairings is prohibited. Drilling or cutting the rear window for air passage is not allowed. Bodies 1990 or newer must meet IHRA body specifications.

BODY COATING: Must be covered with IHRA accepted flame retardant material.

BURST PANEL: Body (hood) burst panel, minimum 288 square inches, mandatory. Body burst panel must be secured with plastic screws and two 1/8" stainless steel wires, with body pad bolted with plate on both sides of panel.

SPOILERS: Permitted front and rear. Rear spoiler may not be molded into body. Maximum rear spoiler width, including spill plates and attachment points, 56". Rear spoiler spill plates cannot be located forward of the centerline of the rear axle. The trailing edge of rear spoiler may not extend more than 60" past the centerline of the rear axle, may not be over 4" above the roof line and the forward edge may not be mounted so as to simulate a "wing" configuration. The installation of vortex generators is permitted on the spoiler assembly only, not allowed on car body.

WINDOWS: Windshield mandatory. Windows optional. If windows are used they must be clear. If fully covered, side windows must have one 6" hole per side.

CHASSIS: Chassis required to meet SFI 10.1E. Chassis must have current certification tag prior to competition and have serialized sticker affixed to frame before participation. Use of non-ferrous materials for certain component parts such as front axle, bellhousing, frame and headers prohibited except IHRA accepted products.

BRAKES: Four wheel brakes mandatory with dual master cylinder mounted above frame rails on all entries. Steel brake lines mandatory. See General Regulations.

FUEL SYSTEM

Fuel tank must be equipped with positive-locking cap. Fuel cells recommended. Fuel tanks must be vented outside of body lines.

GROUND CLEARANCE

Minimum 3" front of car to 12" behind center line of front axle, 2" inches on remainder of car, except oil pan and exhaust headers.

TIRES

Tires specifically built for racing required. All tires must have manufacturer, model and size information clearly designated if used in competition.

WHEELS

All drivers' wheels must meet SFI 15.1 with liners or beadlocks. Maximum width 16". Wheels and tires must be completely isolated from driver's compartment. Wire wheels not permitted. Rear wheel discs or covers prohibited.

WHEELBASE

Minimum 100", maximum 125". Rear tread width cannot be outside of body line or more than 3" inside body line. Front tread width must be so that tire is located no more than 6" inside body line. Measurements will be taken from outside edge of tire to inside edge of body. Maximum wheel base variation from left to right: 2" with long side 125" maximum.

WHEELIE BARS

Permitted. Wheels must be IHRA accepted.

WEIGHT: Minimum weight 2,100 lbs.

ENGINE: Automobile-type engine required; one only, any location. Electronic or electronically controlled fuel injection prohibited. All combinations must employ a device that will retain the spark plug tubes in case of a failure. Any new engine design must be approved by IHRA competition department prior to competition.

EXHAUST: Double pipe insulated exhaust headers mandatory. Double tube must extend to start of tube at bottom of body. Exhaust must be directed upward minimum 3 degrees.

FUEL: Alcohol/Methanol only. The use of upper cylinder lubricants is prohibited. See General Regulations.

IGNITION: All systems and related components must be IHRA approved and must not be modified from factory specifications. MSD 8971 and 8973 permitted. Maximum of two 8 pole magnetos and two standard automotive spark plugs per cylinder with output of 44 amps or less. The use of micro processor or battery dependent ignition systems is prohibited. All functions related to the ignition, its components and the transmission and its components must be approved, prior to competition. See General Regulations.

INJECTOR SCOOP: All scoops must be IHRA approved. The top of scoop may not be higher than the top of windshield.

NITROUS OXIDE: Prohibited.

OIL LINES: All oil pressure lines must pass a minimum pressure test and be clearly labeled as passing the testing process. If the filter or dry sump tank are not mounted directly to the engine, 1 inch of free travel is mandatory on all lines.

OIL RETENTION DEVICE: Aluminum catch can mandatory on all entries. The units must incorporate a minimum of 4" high bulkheads for oil retention. All units must extend up the outside of the frame to the top frame rail on the sides and both in front and behind the motorplate. If the rear portion is multi-piece, the side panels must affix inside the lower unit to direct oil back into the catch pan.

OVERDRIVE LIMITATION: Roots type - 70 percent maximum Screw type (PSI) -1.92 percent maximum. Supercharger: The maximum length from the front of the supercharger drive pulley to the leading edge of the rotor is 15 inches. Offset drive pulleys may not be used to add to the number listed above. All manifold configurations and supercharger locations must be accepted prior use of spacers, modified cases or

attaching methods to move the supercharger rearward in excess of the specified amount is prohibited. A belt guard shielding both fuel and oil lines is mandatory. Electronic fuel injection, nitrous oxide, intercoolers and variable speed devices are prohibited. All screw superchargers (PSI) may not be modified in any way except by the manufacturer. See General Regulations. The maximum height of the injection system may not exceed the height of the roof. The injector scoop may not be more than 16 inches forward of the center of the front cylinder or 10 inches behind center of rear cylinder. All scoops must be IHRA accepted.

VALVE COVERS: Cast or billet metal valve covers using all attachment points mandatory. Steel reinforced valve cover gaskets mandatory.

VENT TUBES: Two positive locking vent tubes mandatory connected to frame and an IHRA accepted overflow tank. Minimum capacity is 4 quarts if routed through the framerail prior to tank. An 8 quart minimum tank is mandatory on all other entries. All hose connections must be double clamped. All entries must utilize a secondary attachment method for the hardware that connects the valve covers to the vent tubes. All tubing material must be flame resistant and be IHRA accepted prior to use.

CLUTCH: SFI 1.3 or 1.4 mandatory. Clutch management systems prohibited. See General Regulations.

DRIVELINE COVER: Each end of drive shaft must have cover of minimum 1/16" steel or 1/8" aluminum. Rear cover must surround the coupler. Front cover must surround the drive shaft from the back of the reverser to the end of the splicer sleeve in the area of the driver's legs. All covers must be securely mounted to frame, suitable cross member, reverser or third-member.

FLYWHEEL SHIELD: Flywheel shield must meet SFI Spec.6.2 with current certification. Four 3/4" bolts (2 above and 2 below crankshaft centerline) must be used to attach bellhousing to motorplate. (Blow back tubes may not be used in place of the four bolts.) See SFI 6.2 spec for motorplate requirements. See General Regulations.

REAR END: Full-floating or live axle rear-end assembly mandatory. Stud bolt minimum 5/8". See General Regulations.

TRANSMISSION AND TRANSMISSION SHIELD: Aftermarket planetary transmissions with reverse mandatory. Automated or electronic shifters prohibited. Automatic transmissions prohibited. Multi-functional single button shifters are prohibited. If a pneumatic shifter is used, each shift must be activated by its own individual control button. Routing of lines must be IHRA approved. Transmission shield must meet SFI Spec. 4.1. See General Regulations. Aftermarket planetary converter drive units accepted. Billet torque converters mandatory. SFI 6.2 bellhousing mandatory. Lock up converters or overdrive units prohibited. All components and their proposed use must be IHRA accepted prior to competition. Transmission brake release must be a function of the drivers left foot.

DRIVER RESTRAINT SYSTEM: Must be equipped with a driver restraint system meeting SFI 16.1 within 2 year expiration from date of manufacture. Flame retardant covering mandatory. See General Regulations.

ENGINE CONTAINMENT SYSTEM: Engine must be equipped with IHRA accepted engine containment system. All systems must include the oil pump and related components. Oil pump covers are mandatory. All non-AN lines must utilize 2 band clamps per connection.

FIRE EXTINGUISHER SYSTEM: Mandatory. All systems must contain a minimum of 20 lbs. of IHRA accepted agent, with system divided so that a minimum of 15 lbs. is directed into engine compartment by means of nozzled outlets placed in front of each bank of exhaust headers. Remaining 5 lbs. or more should be dispersed in driver compartment by means of an atomizing nozzle placed at driver's feet. Must be installed per manufacturer's specifications. Must be equipped with "fire windows" measuring no greater than 25 square inches on either side of firewall in vicinity of valve covers to warn driver of fire. Best results are obtained from laminated safety glass or fire-resistant plastics such as Lexan MR 4000. Safety pins must be red flagged.

HELMET: SA-2015 or newer or SFI 31.2A mandatory.

HEAD AND NECK RESTRAINT: SFI 38.1 mandatory.

MASTER CUTOFF: Master electrical cutoff switch required marked "push-off".

PARACHUTE: Dual parachutes required with two separate shroud-line mounting points using sleeved 1/2" Grade 8 bolts required. Safety pins must be red flagged.

PROTECTIVE CLOTHING: Drivers suit meeting SFI Spec. 3-2A/20 with boots and gloves meeting SFI Spec. 3-2A/15 mandatory. Arm restraints and neck collar meeting SFI Spec. 3.3 mandatory.

ROLL BAR PADDING: Additional roll bar padding mandatory anywhere the drivers head may contact the cage. SFI 45.1 may be used in the others areas as well.

SUPERCHARGER RESTRAINT: SFI 14.2 or 14.21 minimum.

UPHOLSTERY: Flame retardant seat cover mandatory.

COMPUTER: See General Regulations.

CREDENTIALS: Valid Competition License required.

ELECTRONICS / DATA ACQUISITION: No sensors may be used to monitor track position, track or tire temperature or ride height other than shock travel. Sensors are prohibited from use on wheels or wheelie bars or on any other moving part other than the drive shaft.

Pro Mod

This class is limited to full-bodied vehicles. It is mandatory to submit a scaled complete body design to IHRA Competition Department. prior to construction. A complete scaled body design must be approved prior to competition. All body, front end and wing designs must be accepted prior to competition.

REQUIREMENTS & SPECIFICATIONS

All entries must utilize the accepted Electrimotion safety shutoff controller.

WEIGHT MINIMUM: Nitrous entries 2,425 lbs. on 910 ci and lower combinations. 2,475 lbs. on 911 ci to 960 ci combinations Supercharged entries 2,600 lbs. Turbo entries 2,650 lbs. Small Block Turbo 2,450 lbs. Pro Charger entries 2,500 lbs. Accepted Nostalgia body styles may deduct 25 lbs from minimum weight. (Example. 53 Studebaker 55, 57 Chevy and Buick, 38 Chevy and 41 Willys.)

BELLY PAN: Permitted. Must extend beyond leading edge of engine and accessories and incorporate a 1 inch lip on the front edge of all units.

BODY: One piece or funny car bodies prohibited. Front overhang not to exceed 45" forward of front spindle. If front end overhang for the selected body is less than the maximum of 45 inches, an IHRA accepted extension may be added to reach the maximum length. All models must be accepted prior to competition and must be within all ground clearance parameters. Light weight aftermarket replica body components permitted as long as same appearance is retained for body being used. No holes permitted in back of body. Two hinged openings with total maximum of 120 sq. in. accepted. Rocker panel extensions and fender flares (lips) may not be in excess of 1 inch. They must not extend beyond the forward half of the wheel opening. New car plans must be submitted to IHRA Technical Director for design approval prior to body construction, along with three photos of body prior to painting. If a particular body style is creating conditions that are detrimental to the variety of the eliminator, adjustments may be made at any time, at the discretion of the IHRA competition department.

DOORS: Must be functional from inside and outside. Exact duplicates in fiberglass or carbon fiber permitted. All entries must incorporate a metal deflector between the fenders and the leading edge of the doors,

FIREWALL: Magnesium prohibited. Must be steel or titanium (.024 minimum thickness)

FLOOR: Replacing stock floors with .024" steel or .032" aluminum allowed. Replaced floors must be stock in appearance and location. Driver's-side floor pan must be .024" steel and must be welded in place extending from firewall to back of driver's seat. Magnesium interior panels prohibited. Carbon fiber or composite materials are prohibited from being utilized in any portion of the flooring in the driver's compartment. (exceptions are: wheel tubs, suspension covers, or any panel behind the driver).

HOOD & HOOD SCOOP: Permitted, one opening only. May not extend more than 14" above height of hood surface measured from base of hood scoop. Must be finished and painted to follow body paint scheme. A minimum of four fasteners must be used on the leading edge of all removable hoods. Burst panel on top of hood scoop permitted.

TAIL LIGHT: Functional tail light mandatory.

WINDSHIELD AND WINDOWS: Must be retained but may be replaced with 1/8 inch thick lexan or other shatterproof material permitted. The side windows on all entries must have a minimum 4" diameter opening adjacent to the driver.

SPOILER/WING: Rear wing or spoiler may not be higher than the roof unless OEM was higher. All designs must be IHRA accepted prior to competition.

BALLAST: 250 lbs maximum. Shot bags must be contained in a weight box. Any car found with unsecured or illegal ballast following a run will be disqualified from the event at discretion of IHRA Technical Department.

BATTERY: Maximum weight of securely fastened batteries is 100 pounds including battery box.

BRAKES: Four wheel brakes mandatory with dual master cylinder mounted above frame rails on all entries. Steel brake lines mandatory. See General Regulations.

CHASSIS

All cars must meet SFI 25.1E or 25.2. Chassis must have current certification tag prior to competition and have serialized sticker affixed to frame before participation.

FUEL SYSTEM: No part of the fuel system may be mounted on firewall. After market fuel cell recommended. Fuel cells must be vented to the outside of the body and equipped with a flash shield to isolate drivers compartment. All fuel cells must have positive-locking caps. Front mounted fuel systems must be mounted between frame rails and protected by 1 1/4" x .065 CM tubing to protect from front impact. Maximum two cells or tanks. On-board cooling or recirculating systems prohibited. All fuel systems must have ground wire connected to chassis.

GROUND CLEARANCE: Minimum 3" required from the front of the car to 12" behind front axle centerline. 2 inches for remainder of the car.

SUSPENSION: Full automobile aftermarket systems required. One hydraulic shock absorber per wheel minimum. Rigid mount suspensions prohibited. Minimum travel 1" per wheel. Lockup shocks prohibited.

TIRES: Automotive type specifically designed for racing. Location cannot be outside of body line. All tires must have manufacturer, model and size information clearly designated if used in competition.

WHEELIE BARS: Maximum 104" as measured from centerline of rear-end housing to center of wheelie bar wheel.

WHEELS: SFI 15.1 or 15.3 bead locks or liners mandatory on all entries. Maximum width 16".

WHEEL BASE: Minimum 100"- Maximum 115". Trucks (full size): Maximum 140"; S-10, Dakota, Ranger: Maximum 125". Maximum variation is 2 inches.

ENGINE: All engine combinations must be IHRA approved and have manufacturer part numbers present. Any internal combustion engine allowed with any modifications, except as noted. Cubic inches limited to 527 for super charged entries (No tolerance). Nitrous Oxide assisted entries are limited to 960 cubic inches with a maximum bore center of 5.300. Engine set back no more than 10 percent of wheel base as measured from front spark plug to front spindle. All engines and cylinder head combinations must be IHRA approved prior to competition. Maximum of 1 spark plug per cylinder on supercharged and turbocharged combinations. Crankshaft centerline must intersect cylinder bore centerlines and be symmetrical. Specifications may be adjusted if an unfair advantage exists. Maximum bore center on billet hemi combinations is 4.900 and 5.00 on all other combinations. Turbo Combinations are limited to 540 cubic inches with a maximum bore center of 5.00 inches. Supercharged Wedge engines-billet heads allowed. Supercharged Hemi engines-billet heads allowed. Engine specifications may be adjusted if an unfair advantage exists.

EXHAUST SYSTEM: Competition type exhaust systems required. Exhaust gases must be directed out of the car body, rearward, away from driver and fuel system.

FUEL: Nitromethane prohibited. All methanol must pass any and all IHRA accepted fuel check procedures. All racing fuel must pass and meet standards provided by fuel manufacturer and be ihra accepted prior to use.

INTAKE MANIFOLD

An IHRA accepted burst panel is mandatory on all entries.

IGNITION: All systems and related components must be IHRA approved and must not be modified from factory specifications. Magneto systems are limited to a single 44 amp maximum output, single plug system. All functions related to the ignition, its components and the transmission and its components must be approved, prior to competition. The use of MSD #7531 unit is permitted on Nitrous Assisted entries.

INDUCTION: Any number and type of carburetors may be used. Injectors acceptable on any car.

NITROUS OXIDE: Maximum of two bottles. 15 lbs. maximum per bottle. No bottle may be turned on until after burnout is complete. No in-line valves accepted as bottle shut off in staging lanes. Push systems accepted. Nitrous system must be activated by a wide open throttle switch or TPS on EFI entries. All nitrous bottles must be within a 5 year expiration date and have the pressure rating clearly stamped on the bottle. See general Regulations.

OIL LINES: All oil pressure lines must pass a minimum pressure test and be clearly labeled as passing the testing process.

STARTER: All entries must be self starting with an onboard starter and battery.

SUPERCHARGER: 14-71 high helix mandatory. The maximum length from the front of the supercharger drive pulley to the leading edge of the rotor is 15 inches. Offset drive pulleys may not be used to add to the number listed above. All manifold configurations and supercharger locations must be accepted prior to competition. The use of spacers, modified cases or attaching methods to move the supercharger rearward in excess of the specified amount is prohibited. A belt guard shielding both fuel and oil lines is mandatory. Nitrous oxide, intercoolers and variable speed devices are prohibited. See General Regulations. The maximum height of the injection system may not exceed the height of the roof. The injector scoop may not be more than 16 inches forward of the center of the front cylinder or 10 inches behind center of rear cylinder. All scoops must be IHRA accepted.

SUPERCHARGER CASE: OEM or accepted aftermarket manufacturer's case mandatory. The top opening may not exceed 11 inches in length and 5 inches in width or beyond manufacturers specifications.

TURBO CHARGER SIZE LIMITATIONS: 88 mm twin turbo or 118 mm single maximum. IHRA accepted boost controller mandatory with a limitation set at 45 PSI maximum on all big block combinations.

OVERDRIVE LIMITATIONS: Roots type - 30 percent maximum.

VENT TUBES: All tubing material must be flame resistant and be IHRA accepted prior to use.

CLUTCH: SFI Spec. 1.5 Clutch mandatory. Release and bearing engagement / disengagement must be manually activated by the driver. The release may be controlled by traditional pedal or accepted pneumatic release system. Any other use of electronics, pneumatics, hydraulics or any other device is prohibited from affecting clutch operation. All levers in the clutch assembly must be attached to the pressure ring. 3 Disc maximum diameter is 11 inches, 4 Disc maximum diameter is 8 inches.

DRIVELINE: Full 360 degree drive shaft tube required over yoke, extended from transmission tail shaft a minimum length of 9 inches, minimum thickness of tube housing is .050 cm. Two piece accepted with minimum 6 3/8" grade 8 bolts.

FLYWHEEL SHIELD: SFI 6.3 with current certification. Four 1/2" bolts (2 above and 2 below crankshaft centerline) must be used to attach bellhousing to motorplate. (Blow back tubes can not be used in place of the four bolts.) See SFI 6.3 spec for motorplate requirements.

REAR END: Automotive type required. Aftermarket axles required with 5/8 inch stud bolts and axle retention device. Full floating or live axle assembly is mandatory or Mark Williams EV4 or Strange STRL-5500SBB axle systems accepted on all entries.

TRANSMISSION: All transmissions must have neutral position and be covered by a one piece SFI 4.1 shield. Automated shifters, electronic timed shifters, automatic transmissions are accepted. Routing of pneumatic shifter lines must be IHRA approved prior to competition. Aftermarket planetary converter drive units accepted. Billet torque converters mandatory. SFI 6.3 bellhousing or accepted aftermarket automatic transmission case mandatory. Non Lock up converters may be used on Nitrous Oxide assisted entries. (50 lbs may be deducted from minimum weight listed above) All components and their proposed use must be IHRA accepted prior to competition. A 1 to 1 relationship is mandatory in high gear for all transmission types.

SUPERCHARGED ENTRIES: Overdrive or underdrive units are prohibited in any part of drivetrain. Two forward shifts maximum (split-shifting prohibited). 3 speed transmission with two planetaries maximum. A 1 to 1 relationship mandatory in 3rd gear.

DRIVER RESTRAINT SYSTEM: Must be equipped with a driver restraint system meeting SFI 16.1 minimum within 2 year expiration from date of manufacture. See General Regulations.

DRIVERS SEAT: Drivers seat to be no less than 22" from center of rear axle to set back (where shoulder harness passes through). Seat must be foamed with energy-absorbing material and formed to the driver's body. Minimum one-layer, flame-retardant material mandatory as seat upholstery.

ENGINE CONTAINMENT SYSTEM: Engine must be equipped with IHRA approved engine containment system. The system must include the oil pump and related components. If restraint is not 2" minimum above ground, a shield firmly attached to frame rails must be used.

FIRE SYSTEM: Mandatory. Must contain a minimum of 20 lbs of IHRA accepted agent, with one nozzle inside driver's compartment directed on driver's feet and two or more nozzles on front of engine and fuel cell.

HELMET: SN-2015 or newer of SFI 31.2A or 41.2A mandatory. Eject Helmet Removal Systems part # SDR 890-01-30 mandatory and must be installed as per manufacturers instructions. A SFI 3.3 stand 21 lid lifter may be used in lieu of the Eject system.

HEAD AND NECK RESTRAINT: SFI 38.1 mandatory.

MASTER CUTOFF: Master electrical cutoff switch required, marked "push-off".

PARACHUTES: Dual Parachutes required. Separate shroud-line mounting points required with 1/2" sleeved grade 8 bolts.

PROTECTIVE CLOTHING: A driver's suit meeting SFI 3.2A/15, gloves meeting SFI 3.3/15, shoes meeting SFI 3.3/5 and neck collar meeting 3.3 mandatory on nitrous assist vehicles. A driver's suit meeting 3.2A/20, gloves and boots meeting SFI 3.3/20 and neck collar meeting SFI 3.3 mandatory on supercharged and Turbo entries. An SFI 3.3 head sock or SFI 3.3 skirted helmet is required on all entries.

ROLL BAR PADDING: Roll-cage padding meeting SFI Spec 45.1 mandatory anywhere driver's helmet may come in contact with roll-cage components. Additional padding mounted on flat stock and fastened to the roll cage on both sides of the driver's helmet, mandatory. Additional padding must be IHRA-accepted (with manufacturer's name displayed), securely mounted using bolts or locking fasteners, and must include a flame-retardant covering.

SUPERCHARGER RESTRAINT: SFI 14.2 minimum mandatory.

UPHOLSTERY: Flame retardant seat pad mandatory if metallic seat is used.

WINDOW NET: SFI 27.1 window net mandatory. See General Regulations.

CREDENTIALS: A valid Competition License required.

ELECTRONICS / DATA ACQUISITION: No sensors may be used to monitor track position, track or tire temperature or ride height other than shock travel. Sensors are prohibited from use on wheels or wheelie bars or on any other moving part other than the drive shaft. Drive shaft and related sensors may only monitor information and may not be connected to or activate any functions on the entry.

STARTING LINE ENGINE CONTROL DEVICES: Electronic, mechanical or pneumatic limiters are permitted on all entries. All functions must be accepted prior to competition. Bump control boxes are accepted on turbo entries.

Jet-Powered Dragster and Funny Car

REQUIREMENTS AND SPECIFICATIONS

AFTERBURNER-TAILPIPE: For butts, seams must be on bottom; overlap seam placement will be at the discretion of the technical inspector. Dump valve on afterburner manifold mandatory; valve to be actuated with primary chute lever (to prevent shutoff smoke).

AIR INTAKE: All air intakes must be totally and securely screened (1/8-inch minimum, 3/8-inch maximum or equivalent). Such screening must be securely attached to the engine.

CATCH CAN: Fuel-overflow catch tanks of sufficient capacity to accommodate excess fuel on shutdown and adequate tank venting (approximately 1 quart) required on all vehicles. Use of hose clamps or tie wraps prohibited.

CONTROL CABLES: Manual afterburner control valve cable, minimum 3/16-inch. Electronic control accepted. Fuel control cable must be minimum 3/16-inch. Must have secondary shutoff on main fuel line. Emergency shutoff on burner shutoff line mandatory. Emergency shutoff on manually controlled afterburner system mandatory. See PARACHUTES for additional details.

ENGINE: Maximum of one thrust-driven engine permitted. Engine attitude must have down thrust; minimum -1 degree angle. No internal modifications permitted. All engines must be run within manufacturer's maximum allowable limits. Engine make, type, and model must be IHRA-accepted. Current engines are J-33, J-34, J-60 (JT-12), J85-5 (CJ-610), and Rolls Royce Viper 522 and 622. Any other engines must be accepted prior to running.

FILTER: Filter on hot streak inlet mandatory.

FUEL: Approved jet-type fuel only (Jet A, Jet-1, kerosene, diesel). Only diesel fuel additives permitted. Separate water and methanol injection systems permitted. Racing gasoline permitted for starting purposes only.

FUEL TANK: Maximum 30 gallons. Must be securely mounted to frame, with appropriate baffling (welding or equivalent). If pressurized, tank must be round. Mechanism to release fuel-tank pressure mandatory. If electrical device, switch must be "normally open" type.

INSTRUMENTS: All instruments, gauges, and metering devices must be fully functional. The following instruments must be visible from the cockpit of each vehicle: tachometer (percent of rpm); exhaust-gas-temperature gauge (EGT); oil-pressure gauge/light (taken off pump outlet housing).

BRAKES: Caliper-type disc brakes required on all four wheels. Two separate hydraulic systems required; may be front/rear or double system.

SUSPENSION: Functional front and rear suspension optional. Rear shocks, if used, must be installed in such a manner as to retain integrity of suspension in case of failure.

GROUND CLEARANCE: Minimum 3 inches from front of car to 12 inches behind centerline of front axle, 4 inches for remainder of car.

PARACHUTES: Dual parachutes mandatory. Primary parachute must be on a control system that will shut off engine when parachute is released. Secondary parachute must be used as an independent backup system with engine-shutdown capabilities (secondary fuel shutoff bypass valve on main fuel line to work with secondary parachute). Must have at least two ways to positively shut off jet engine. Parachute mount must be substantially bolted and/or welded in place. Minimum parachute connection spool diameter: 1 inch. Funny Cars required to have a minimum 10-foot bridle cord to attach pilot parachute. Chutes and shroud lines must be mounted in such a position as to be protected from tailpipe heat. All unpacked shroud lines must be covered with 1/16-inch leather or IHRA-accepted material (silver tape prohibited). Steel, aluminum, or carbon-fiber parachute tubes only. Parachute packs prohibited.

ROLL CAGE: Dragster chassis must meet SFI Spec 2.3K; Funny Car chassis must meet SFI Spec 2.2B, 2.3K, or 10.1D. Plating of chassis prohibited; painting permitted. Chassis must have current certification tag prior to competition and have serialized sticker affixed to frame before participation. Roll-cage padding meeting SFI Spec 45.1 mandatory anywhere driver's helmet may come in contact with roll-cage components.

WEIGHT: Minimum 1,250 pounds; maximum 2,500 pounds, All weights include driver and fuel.

WHEELBASE, DRAGSTER: Minimum 180 inches; maximum 300 inches.

WHEELBASE, FUNNY CAR: Minimum 125 inches; maximum 135 inches.

TIRES: Tires to be automotive type represented by manufacturer for racing use. Minimum front-wheel diameter on jet Funny Cars, 14 inches.

SHEET METAL: All sheet metal within driver compartment must be aluminum or steel; magnesium prohibited.

BODY, FUNNY CAR: Driver must be isolated from engine compartment and fuel system with minimum 3/16-inch Lexan. Firewall must provide a bulkhead between the engine or fuel tank and driver compartment. All openings must be sealed with metal. Minimum .032-inch 6061 T6 aluminum or .024-inch steel; use of magnesium prohibited. Must have at least one way to easily and quickly exit the car with the body down (roof hatch or removable windshield), with release operable from inside and outside of vehicle. Exit from car with body down must be demonstrated during the inspection process.

FIRE-EXTINGUISHER SYSTEM: Funny Cars: minimum 10-pound, IHRA-accepted fire-extinguisher system. Enclosed cockpit dragsters: minimum 5-pound, IHRA-accepted fire-extinguisher system. See General Regulations 9:3 for IHRA-accepted fire-extinguishing agents.

ARM RESTRAINTS: Mandatory.

CREDENTIALS: Valid jet license mandatory.

DRIVER LOCATION: Driver must be sealed off from intake by firewall of at least shoulder height. If located next to compressor section, driver must be totally isolated from compressor by 3/8- inch 7075-T6 aluminum shield. J-85 Funny Cars must be additionally equipped with a minimum 360-degree .050-inch stainless-steel shield encompassing combustion can. Driver insulation must be used to protect driver from engine heat.

DRIVER RESTRAINT SYSTEM: Three-inch driver restraint system meeting SFI Spec 16.1 or 16.5 six point system mandatory. Restraint system must be updated at two-year intervals from date of manufacture.

HELMET: Full Face Helmet meeting Snell SA 2015 or newer mandatory. Eject Helmet Removal Systems part # SDR 890-01-30 mandatory and must be installed as per manufacturers instructions. A SFI 3.3 stand 21 lid lifter may be used in lieu of the Eject system.

HEAD AND NECK RESTRAINT: SFI 38.1 mandatory.

PROTECTIVE CLOTHING: Drivers of dragsters must wear a suit meeting SFI Spec 3.2A/15 with gloves and boots meeting 3.3/15; drivers of Funny Cars must wear a suit meeting SFI Spec 3.2A/20 with gloves and boots meeting 3.3/20. A 3.3 headsock is mandatory unless skirt is part of the helmet.

Jet Truck

THIS SUPPLEMENT ACCOMMODATES SPECIALIZED JET-POWERED TRUCKS AND IS A SUPPLEMENT TO THE CURRENT IHRA EXHIBITION JET PROGRAM. PARTICIPANTS IN THIS PROGRAM MUST CONSULT THE CURRENT IHRA JET RULES AND GENERAL REGULATIONS AS LISTED IN THE CURRENT IHRA RULEBOOK FOR ANY ADDITIONAL APPLICABLE INFORMATION. IF ANY COMBINATION OF JET OR MONSTER TRUCKS ARE USED FOR A SIDE BY SIDE EXHIBITION THEY ARE RESTRICTED TO A DISTANCE OF 1/8 MILE.

REQUIREMENTS & SPECIFICATIONS

AFTERBURNER-TAILPIPE: For butts, seams must be on bottom; overlap seam placement will be at the discretion of the technical inspector. Dump valve on afterburner manifold mandatory; valve to be actuated with primary chute lever (to prevent shutoff smoke).

AIR INTAKE: All air intakes must be securely screened (1/8-inch minimum, 1/4-inch maximum or equivalent). Such screening must be securely attached to the engine.

CATCH CAN: Fuel-overflow catch tanks of sufficient capacity to accommodate excess fuel on shutdown and adequate tank venting (approximately 1 quart) required on all vehicles. Use of hose clamps and/or tie wraps prohibited.

CONTROL CABLES: Manual afterburner control valve cable, minimum 1/4-inch. Fuel control cable must be minimum 3/16-inch. Must have secondary shutoff on main fuel line. Emergency shutoff on afterburner mandatory. See PARACHUTES for additional details.

ENGINE(S): Engine(s) attitude must have down thrust; minimum -1 degree angle required. Front engine mounts must be expandable (TRUNION) type, allowing at least 3/16-inch, 360-degree lateral expansion. Permitted engines are J-34, J-46, J-60 (JT-12), J85-5 (CJ-610), J-79, Rolls Royce Viper 522. Maximum 3 engines allowed, except J-79, restricted to one engine only.

FUEL FILTER: A suitable fuel filter must be installed on the inlet side of the hot streak valve.

FUEL: Approved jet-type fuel only (Jet A, Jet A-1, kerosene, diesel). Only diesel fuel additives permitted. Separate water and methanol injection systems allowed. Racing gasoline permitted for starting purposes only.

FUEL TANK: Must be securely mounted to frame with appropriate baffling (welded or equivalent). If pressurized, tank must be round. Mechanism to release fuel-tank pressure mandatory. If electrical device, switch must be "normally open" type.

INSTRUMENTS: All instruments, gauges, and metering devices must be fully functional. The following instruments must be visible from the cockpit of each vehicle: tachometer (percent of rpm); exhaust-gas-temperature gauge (EGT); oil-pressure gauge/light (taken from pump-outlet housing).

BRAKES: Caliper-type disc brakes required on all four wheels. Two separate hydraulic systems required; may be front/rear or double system. All brake systems must be steel-vented rotor type.

SUSPENSION: Functional suspension optional. Rear upper-shock eyes must be pinned or otherwise secured. Rear shocks must be installed in such a manner as to retain integrity of suspension in case of failure.

GROUND CLEARANCE: Minimum 3 inches from front of vehicle to 12 inches behind front axle centerline, which must be maintained at all times.

BUMPERS: Vehicle must be equipped with a satisfactory bumper/nerf bar device so designed to prevent front tire from becoming first point of impact with guardwall at a 45-degree angle.

PARACHUTES: Minimum of two (2) braking parachutes required. Primary parachute must be on a control system that will shut off engine when parachute is released. Secondary parachute must be used as an independent backup system with engine-shutdown capabilities (secondary fuel-shutoff bypass valve on main fuel line to work with secondary parachute). Must have at least two ways to positively shut off jet engine. Parachute mount must be substantially bolted and/or welded in place. Minimum chute connection spool diameter: 1.50 inches. Parachutes and shroud lines must be mounted in such a position as to offer protection from tailpipe heat. Parachute attachment lines must be covered with 1/16-inch leather or IHRA-accepted material (silver tape prohibited). Steel, aluminum, or carbon-fiber parachute tubes only. Parachute packs prohibited.

ROLL CAGE; Cage structure must be designed to protect driver from any angle, 360 degrees . Material used in construction must be a minimum of 1 5/8-inch x .095-inch chromoly tubing welded to frame. All vehicles must successfully pass inspection every two (2) years and have a serialized chassis sticker affixed to frame before participation. Vehicle may be re-inspected at any IHRA national event, or by individual appointment with IHRA. Prior arrangements must be made with the national technical director, division tech director. Drivers are instructed to bring all required safety apparel and have vehicle in ready-to-run condition.

WEIGHT: Maximum 7,500 pounds. All weights excluding driver and fuel. Certified weight certificate required.

WHEELBASE: Minimum 120 inches; maximum 300 inches.

TIRES: Tires specifically built or modified for racing only must be used front and rear. Maximum height of any tire is 45 inches. *RECAPS NOT PERMITTED.* Visible cord damage in sidewall requires tire change. All casings must be of new manufacture.

WHEELS: Full floating hubs required on rear wheels.

SHEET METAL: All sheet metal within driver compartment must be aluminum or steel; magnesium prohibited.

BODY: Must be a replica of a commercial truck or emergency vehicle to qualify for this program.

FIRE EXTINGUISHING SYSTEM: Must be equipped with an onboard fire extinguishing system of at least 10-pound capacity installed to provide protection for the driver. Extinguishing agents must be IHRA-accepted.

CREDENTIALS: Valid jet truck license mandatory. Licensing is on an individual basis through the IHRA Technical Services Department.

DRIVER LOCATION: Driver must be located in front of engine and sealed off from intake and fuel system by firewall of at least shoulder height. One seat for driver permitted. Secondary seat not permitted. Passengers not permitted at any time. Must have at least one method to exit from vehicle (door, roof hatch, or removable windshield) with release operable from inside and outside of the vehicle.

DRIVER RESTRAINT SYSTEM: Three-inch, six point driver restraint system meeting SFI 16.1 or 16.5 mandatory. Restraint system must be updated at two-year intervals from date of manufacture.

HELMET: Full Face Helmet meeting Snell SA2015 or newer mandatory.

HEAD AND NECK RESTRAINT: SFI 38.1 mandatory.

PROTECTIVE CLOTHING: Drivers must wear a suit meeting SFI Spec 3.2A/20 with 3.3/20 gloves and boots . A 3.3 headsock is mandatory unless skirt is part of the helmet.

Monster Truck

THIS PROGRAM UTILIZES THE MINIMUM SAFETY SPECIFICATIONS PROVIDED BY THE UNITED STATES HOT ROD ASSOCIATION (USHRA). PARTICIPANTS IN THIS PROGRAM MUST CONSULT THE CURRENT USHRA RULBOOK AVAILABLE FROM THE FOLLOWING LINK ON MONSTERJAMONLINE.COM. <http://www.feldmotorsportsonline.com/images/USHRARulebook.pdf>

IF ANY COMBINATION OF MONSTER OR JET TRUCKS ARE USED FOR A SIDE BY SIDE EXHIBITION THEY ARE RESTRICTED TO A DISTANCE OF 1/8 MILE.

Jet Powered Motorcycle and Quad

REQUIREMENTS AND SPECIFICATIONS

AFTERBURNER-TAILPIPE: For butts, seams must be on bottom; overlap seam placement will be at the discretion of the technical inspector. Dump valve on afterburner manifold mandatory; valve to be actuated with primary chute lever (to prevent shutoff smoke).

AIR INTAKE: All air intakes must be totally and securely screened (1/8-inch minimum, 3/8-inch maximum or equivalent). Such screening must be securely attached to the engine.

CATCH CAN: Fuel-overflow catch tanks of sufficient capacity to accommodate excess fuel on shutdown and adequate tank venting (approximately 1 quart) required on all vehicles. Use of hose clamps or tie wraps prohibited.

CONTROL CABLES: Manual afterburner control valve cable, minimum 3/16-inch. Electronic control accepted. Fuel control cable must be minimum 3/16-inch. Must have secondary shutoff on main fuel line. Emergency shutoff on burner shutoff line mandatory. Emergency shutoff on manually controlled afterburner system mandatory. ALL riders must incorporate the use of a tether shutoff Switch.

ENGINE: Maximum of one thrust-driven engine permitted. Engine attitude must have down thrust; minimum -1 degree angle. No internal modifications permitted. All engines must be run within manufacturer's maximum allowable limits. Engine make, type, and model must be IHRA-accepted. Current engines are GE T-58-3 and Teledyne (Drone) J402-CA-702 Any other engines must be accepted prior to running.

FILTER: Filter on hot streak inlet mandatory.

FUEL: Approved jet-type fuel only (Jet A, Jet-1, kerosene, diesel). Only diesel fuel additives permitted. Separate water and methanol injection systems permitted. Racing gasoline permitted for starting purposes only.

FUEL TANK: Maximum 10 gallons. Must be securely mounted to frame, with appropriate baffling (welding or equivalent). If pressurized, tank must be round. Mechanism to release fuel-tank pressure mandatory. If electrical device, switch must be "normally open" type.

INSTRUMENTS: All instruments, gauges, and metering devices must be fully functional. The following instruments must be visible from the riding position of each vehicle: tachometer (percent of rpm); exhaust-gas-temperature gauge (EGT); oil-pressure gauge/light (taken off pump outlet housing).

BRAKES: Caliper-type disc brakes required on all wheels. Two separate hydraulic systems required; may be front/rear or double system.

SUSPENSION: Optional. Rear shocks, if used, must be installed in such a manner as to retain integrity of suspension in case of failure.

GROUND CLEARANCE: Minimum 3 inches from front of vehicle to rear.

TIRES: Tires to be automotive type represented by manufacturer for racing use.

CREDENTIALS: Valid jet license mandatory. Licensing is on an individual basis through the IHRA Technical Services Department.

HELMET: Helmet meeting Snell SA2010 or newer, mandatory.

NECK COLLAR: Full 360-degree neck collar meeting SFI Spec 3.3 mandatory.

PROTECTIVE CLOTHING: Full all-leathers or SFI Spec 40.1/2 suit, leather boots that completely cover the ankle with toe-area reinforcement, and full-finger leather gloves are mandatory. Gloves must be Kevlar-lined or equipped with slide buttons and have knuckle armor and palm reinforcement. Suits may be one-piece design or joined with a zipper at the waist. Reinforcement and/or armor in the knee, elbow, shoulder, and knuckle areas required.

WEIGHT: Motorcycle – 1,200 lbs., Quad - 1,200 lbs Maximum All weights include rider and fuel.

Exhibition Wheelstander

REQUIREMENTS AND SPECIFICATIONS

COOLANT SYSTEM/OVERFLOW: Operational coolant system containing a maximum of 15 gallons of water permitted. Tank or vent must be behind rear axle. Vent must terminate in a minimum 1-quart catch can. Vent into exhaust permitted.

ENGINE(S): Internal-combustion engine(s) required. Harmonic balancer meeting SFI Spec 18.1 required.

EXHAUST SYSTEM: Exhaust must be directed to rear of vehicle away from driver and fuel tank.

FIRE SHOW: Driver/owner must submit to IHRA a complete work schematic diagram and description with photos of any onboard fire show, pyrotechnic display, or olfactory display. All such shows must be IHRA-accepted. Upon acceptance, any change or alterations to the as-submitted diagrams or operation of show must be accepted by IHRA before implementation. All liquids used in such displays must be located outside of driver's compartment and installed in accepted vessels. All propellants or other fluids under pressure must be in DOT-approved vessels. Flame show igniters must be installed in a protected manner and accepted by IHRA. Steel or steelbraided line is required throughout the system. Any substance/fluid must be clearly defined and stated along with Material Substance Data Sheet (MSDS) on file with IHRA.

Prohibited Items: Explosives, fireworks, rockets, dynamite, flares, solid fuel, hydrazine, nitroglycerin, blasting caps, gun powder, poisonous or carcinogenic substances, propane, or any compound used to create smoke.

FUEL: Gasoline, racing gasoline, alcohol, gasohol, diesel, ethanol, natural gas, and propane permitted. Nitromethane permitted on unblown engines only.

FUEL SYSTEM: Fuel tank must be isolated from driver by a firewall constructed of a minimum of .024- inch steel or .032-inch aluminum. Steel-braided fuel lines required. Fuel lines must be located outside driver compartment. Fuel tanks/cells must be within confines of the body. A quick-action fuel-shutoff valve within easy reach of driver and located in the main fuel line between tank and induction system required.

MOTORPLATE: Mandatory (unless equipped with block side mounts). Must be constructed of 1/4-inch aluminum or 1/8-inch steel. A 1/4-inch steel plate required for manual-transmission vehicles.

NITROUS OXIDE: Permitted on blown and unblown engines. Nitrous bottle(s) in driver compartment must be equipped with a relief valve and vented to the outside of vehicle. Bottle(s) must be stamped with a DOT-1800 pound rating and permanently mounted (no hose clamps or tie wraps). Hoses from bottle(s) to solenoid must be high-pressure steelbraided or IHRA-accepted hoses. Any external heating of bottles prohibited.

SUPERCHARGER, TURBOCHARGER: Permitted on gasoline-, racing gasoline- and alcohol-burning vehicles. Supercharger restraint system meeting SFI Spec 14.1 mandatory on Roots-type supercharger when alcohol is used as a fuel.

VALVE COVERS: Cast or fabricated valve covers using all attachment bolt holes, mandatory on supercharged, methanol-burning vehicles.

CLUTCH, FLYWHEEL, FLYWHEEL SHIELD: Flywheel and clutch meeting SFI Spec 1.1, 1.2, 1.3, or 1.4 mandatory. Flywheel shield meeting SFI Spec 6.1 required on vehicles using 1.1 clutch. SFI Spec 6.2 or 6.3 mandatory on all vehicles using SFI Spec 1.2 clutch with more than 2 discs or SFI Spec 1.3 or 1.4 clutches with 2 discs maximum. Supercharged or turbocharged cars and all cars using nitrous oxide require an SFI Spec 6.2 or 6.3 shield.

REAR END: Aftermarket or full floating axles mandatory.

TRANSMISSION, AUTOMATIC: Transmission shield meeting SFI Spec 4.1 mandatory. Automatic-transmission flexplate meeting SFI Spec 29.1 and flexplate shield meeting SFI Spec 30.1 mandatory. Shifter must be equipped with a spring-loaded reverse lockout device. Functional neutral safety switch mandatory.

TRANSMISSION, AFTERMARKET PLANETARY: Transmission shield meeting SFI Spec 4.1 mandatory.

V-DRIVE: Homemade cast-iron V-drives must be covered with 1/8-inch steel or 1/4-inch aluminum shield securely mounted. Must be full width of V-drive.

BRAKES: Two (2) separate brake systems must be employed, one for stopping and one for guidance. Vented-disc type only. Front brakes optional. Master cylinder must have 1.5 times the stopping and steering volume of wheel cylinders. Vented discs from or intended for a full-size vehicle required.

STEERING: Quick-disconnect adapter for removable steering wheel must meet SFI Spec 42.1.

SUSPENSION, FRONT: Optional. Minimum specification for tube axle is 1 5/8 inches diameter.

SUSPENSION, REAR: Optional.

BALLAST: Permitted. Maximum 500 pounds. No liquid or loose ballast allowed. Removable weight must be secured to chassis by two (2) 1/2-inch bolts per 100 pounds.

PARACHUTES: Mandatory.

ROLL CAGE: Mandatory. All cage structures must be designed to protect driver from any angle 360 degrees. Minimum requirements are 1 5/8-inch x .118-inch wall mild steel or 1 5/8- inch x .083-inch chromoly tubing. Framerrails must be minimum 2-inch x 3-inch x .120-inch wall thickness rectangular tubing or .083-inch chromoly round tubing. Any vehicle that was originally constructed with front and rear subframes must have connector to tie subframe material. Cab forward vehicles must have additional tubes across front of cage. Minimum two (2), in addition to front crossmember in this area. All cages must be inspected by IHRA and have a serialized chassis sticker affixed before vehicle may be operated at any IHRA member track.

SKID PLATES: Optional. If wheels are used, minimum requirement, 3,500 pounds, FAA-rated 6-inch diameter.

WEIGHT: Maximum: 4,000 pounds.

WHEELBASE: Minimum: 90 inches.

TIRES: Front tires must be automotive type listed by manufacturer for racing purposes or have a minimum four-ply rating.

WHEELS: Must be automotive-type OEM or aftermarket wheels.

SEAT: Aftermarket race-type seat required. Must be properly braced, framed, and supported. Aluminum, fiberglass, carbon fiber, or double-layer poly type permitted.

SHEET METAL: Driver compartment must be aluminum, steel, or fiberglass. Magnesium prohibited.

UPHOLSTERY: Optional.

VISIBILITY: Forward visibility is mandatory during all operations of vehicle. Both lanes visible to driver during a wheels-up operation. All vehicles must provide a minimum of one opening for a driver unassisted exit and entry from vehicle. Center steering permitted. Lift-up bodies must have clearly marked outside actuated latches on front of body. Tinted windows permitted; must not inhibit driver's view. All bodies must be accepted by IHRA. Body change or transfer requires reinspection by an IHRA-authorized representative.

FIREWALL: Mandatory. Minimum requirement: .024-inch steel or .032-inch aluminum. Must fully isolate the driver from engine. Firewall must extend from top of driver's compartment to bottom of frame or bellypan and side to side in driver's compartment. If no windshield is used, firewall must be a minimum 28 inches wide.

BATTERIES: Must be located outside of driver's compartment and securely mounted.

MASTER CUTOFF: Mandatory. Must disconnect all electrical functions.

FIRE EXTINGUISHER: All vehicles must be equipped with a 10-pound onboard fire extinguishing system installed to provide protection for driver and a second nozzle in engine compartment.

DRIVING LIMITS: All wheels-up runs of two vehicles must be made in one lane only for each vehicle. Crossing centerline permitted on single run only. Maximum downtrack distance wheels up is 200 feet past finish line. Wheels-up runs toward starting line permitted; must not go past eighth-mile mark.

COMPETITION: Wheelstanders permitted to run side by side with other wheelstanders. Competition with any other type vehicle is prohibited.

VEHICLE CHANGES: Any changes in the as-originally-inspected condition of the vehicle may require a reinspection. Contact IHRA Technical Services Department.

WARM-UPS: A licensed wheelstander driver must be in the driver position anytime vehicle is running.

CREDENTIALS: Exhibition Wheelstander license mandatory.

DRIVER: Driver and vehicle are licensed as a unit. Each driver must have all licensed vehicles listed on license in order to operate any vehicle.

DRIVER RESTRAINT SYSTEM: Three-inch driver restraint system meeting SFI Spec 16.1 mandatory. Restraint system must be updated at two-year intervals from date of manufacture.

HELMET: Helmet meeting Snell 2010 or newer mandatory.

PROTECTIVE CLOTHING: Driver's suit meeting SFI Spec 3.2A/15, gloves meeting SFI Spec 3.3/1, and SFI shoes optional. Drivers of front-engine blown or any car using nitromethane must wear SFI Spec 3.3/5 gloves and shoes.

LICENSING: Contact IHRA Competition Department for all forms and related information.

SPECIAL VEHICLES: Any vehicle that fails to comply with parameters of these regulations but falls within the general outline and intent of this program may be considered on an individual basis. Applicants are urged to contact the IHRA Technical Services Department before construction of any vehicle.

Exhibition Fuel Motorcycle

REQUIREMENTS & SPECIFICATIONS

ENGINE: Must be of a type specifically designed and manufactured for motorcycle use. Maximum two engines, size unlimited, with any internal modifications permitted. Engines must be self-starting. Push, tow, or roller starts prohibited. An SFI Spec 46.1 engine restraint system mandatory.

FUEL: Nitromethane, alcohol, racing gasoline, gasohol, diesel, natural gas, or propane permitted. Nitrous oxide permitted on normally aspirated, alcohol, or gasoline burning engines only.

FUEL SYSTEM: Steel-braided fuel lines mandatory. Dual cable positive-return throttle mandatory. All motorcycles must be equipped with a preloaded fuel shutoff connected by a lanyard between the rider and the trigger.

SUPERCHARGER: Supercharger must be equipped with a supercharger restraint system. Manifold burst panel or rubber manifold connection mandatory on all supercharger installations. Nitrous oxide prohibited with any supercharger.

TURBOCHARGER: Permitted. Nitrous oxide permitted with turbocharger only when gasoline is used as a fuel.

CHAIN GUARDS: Mandatory on all motorcycles. Chain guard must be .060-inch steel or 1/8-inch aluminum and must be securely mounted in three places. Chain guard must cover the width and at least the top run of chain/belt, from centerline to centerline of the sprockets.

CLUTCH: Any type clutch permitted. Cast material prohibited in stress bearing areas. Clutch must have a protective guard made of .060-inch steel or 1/8-inch aluminum that covers the unit 360 degrees.

BRAKES: Hydraulic type, front and rear, mandatory. Steel-braided brake lines mandatory. Brake lines must be routed and mounted to ensure no contact with moving parts. Minimum size: front, dual discs, 9-inch diameter by 1/8-inch thickness (single caliper permitted if 11-inch diameter by 1/4-inch thickness; rear, 9-inch diameter by 1/4-inch thickness). Piston diameter must meet OEM minimums for brand of bike.

FRONT SUSPENSION: Hydraulic-tube-type only; minimum tube diameter is 34mm. Minimum travel: 2 inches. Steering dampener mandatory.

WHEELIE BARS: Wheelie bars mandatory. Length may not exceed the wheelbase of the motorcycle. Wheels must be nonmetallic.

FRAME: Minimum tubing dimension: 1 inch by .058-inch; 4130 chromoly mandatory. All butt welds must have visible reinforcement. All welding on chromoly must be by approved heliarc (TIG) process.

GROUND CLEARANCE: Minimum of 2 inches with rider on bike.

TIRES: Must be specified for racing use by manufacturer. Any rear tire size permitted, as long as does not exceed rim width by more than two inches. Minimum front tire width: 3 inches.

WHEELS: Bead-lock rear wheel mandatory. Rear-wheel minimum: 15-inch minimum diameter; maximum: 18-inch diameter. Front-wheel minimum: 16-inch diameter; maximum: 19-inch diameter.

FAIRINGS/FENDERS: Front fairings must be solidly mounted to frame tubes. Rear fenders must cover width of tire extended past rear axle.

CREDENTIALS: Valid Exhibition license mandatory.

HELMET: Full-face helmet meeting Snell 2015 or newer mandatory.

PROTECTIVE CLOTHING: Full all-leathers of SFI Spec 40.1/2 suit, leather boots that completely cover the ankle with toe-area reinforcement, and full-finger leather gloves mandatory. Gloves must be Kevlar-lined or equipped with slide buttons. Suits may be one-piece design or joined with a zipper at the waist. Reinforcement and/or armor in the knee, elbow, shoulder, and knuckle areas recommended. Spine/back protector and ballistic chest protector mandatory on nitrous motorcycles.

ELECTRIC-POWERED VEHICLE

7.50 1/4 (4.50 1/8) seconds & slower

Requirements and specifications for Electric-Powered Vehicle are the same as those for E.T. bracket vehicles with the following exceptions.

MOTOR: Electric motor(s) only permitted. Maximum height of electric-motor output-shaft centerline: 36 inches on OEM trucks, 24 inches on all others. Vehicles with exposed motors must have a shield of .024-inch steel, .032-inch aluminum, or .120-inch Lexan.

FUEL SYSTEM: All conversion vehicles must remove fuel tanks and fuel system, including vapor storage equipment, from vehicle.

CLUTCH, FLYWHEEL, FLYWHEEL SHIELD: Flywheel and clutch meeting SFI Spec 1.1 or 1.2 (two-disc maximum) mandatory on any car running 11.49 (*7.35) or quicker. Flywheel shield meeting SFI Spec 6.1, 6.2, 6.3, or 9.1 mandatory on all cars running 11.49 (*7.35) or quicker. Exposed-motor electric-powered vehicles with open-frame, vented, or brush replacement window motors must install a motor shield, minimum .024-inch steel or .032-inch aluminum, 360 degrees to provide protection from flying commutator bars, molten copper, plasma, etc. in event of motor overload. A motor plate, minimum 1/4-inch steel or 1/2-inch aluminum, may be used to adapt traction motor to conventional transmission.

DRIVELINE: Driveline loop mandatory on any non-OEM vehicle running 16.00 seconds or quicker.

REAR END: Chain-drive vehicles must be equipped with a chain guard constructed with minimum .125-inch steel or .250-inch aluminum covering width and top run of chain to centerline of sprockets.

SUSPENSION, STOCK-BODIED VEHICLES: OEM three-wheeled vehicles permitted.

DEFLECTOR PLATE, OPEN-BODIED VEHICLES: Each vehicle must have protection for driver from traction motor overload. Must protect driver from motor plasma, flying commutator bars, molten copper, bursting batteries, and spraying electrolyte.

WHEELBASE: Minimum 90 inches, unless car has original motor or is a conversion electric-powered vehicle with motor in original (internal combustion) location. For vehicles with a wheelbase shorter than 90 inches but greater than 40 inches, vehicle cannot exceed 50 mph at any point on the racetrack.

BATTERIES: Must be securely mounted and outside driver compartment. Batteries must be installed so as to withstand a force four times (vertical) and eight times (horizontal) the weight of the battery pack, and each battery or battery pack must be secured with bolts and straps commensurate with the size and weight of the battery. Battery may not be located above the top of rear or drive tires in open-wheeled cars, nor outside body lines in bodied car, except for OEM-production-line electric-powered vehicles. Battery(s) must be completely sealed from driver compartment. All open-bodied vehicles must use ABSORBED GLASS MAT, STARVED ELECTROLYTE, SEALED VENTED NICAD, or LITHIUM batteries for power source. Traction-motor and/or high-current wiring may not be located in driver's compartment. Instrumentation wiring permitted. All traction motor wiring must be isolated from vehicle chassis.

FUSING OF BATTERIES: All battery packs must have over-current protection. Circuit breaker(s) or fuse(s) permitted. Such protection devices must have a DC voltage rating equal to or greater than the nominal pack voltage. Current rating must be lower than a short-circuit current that pack can produce without damage. Battery sub-packs must be individually fused.

RECHARGING: Batteries may be recharged in pits or other designated areas only. All vehicles must be connected to AC power-supply (earth) ground when charging. All battery chargers must be equipped with an output fuse rated for 600 volts and a current capacity at least 125 percent of maximum charger DC output.

IGNITION: All vehicles must have a visible indication of a "live" car, except OEM. An externally activated switch or switch control must be installed on the outside of the vehicle and clearly marked to indicate OFF position. A RED triangle must be clearly visible whenever power system is turned ON. This may be a light or a mechanical indicator. Traction battery pack must be physically disconnected when switch is in the OFF position.

MASTER CUTOFF: All vehicles except OEM must incorporate a master electrical disconnect switch that must disable all electrical functions. Switch must disconnect traction-motor battery-pack section of the circuit, and if the switch is a push-pull design, push motion must be "off" function.

Battery in rack/box or with cleats		Battery on flat plate with strap only	
Bolt size	Battery weight	Bolt size	Battery weight
#8	15	#8	6
#10	19	#10	7.5
1/4	36	1/4	14
5/16	57	5/16	23
3/8	83	3/8	34
7/16	114	7/16	46
1/2	152	1/2	61
9/16	195	9/16	78
5/8	243	5/8	96

WIRING: All high-voltage wiring must be located and secured to prevent contact by driver and/or spectators. Any wiring with voltage higher than 24 volts must be completely covered.

ELECTRIC-POWERED MOTORCYCLE

7.50 1/4 (4.50 1/8) seconds & slower

Requirements and specifications for Electric-Powered Motorcycle are the same as those for E.T. Motorcycle - and Electric-Powered Vehicle - with the following exceptions:

MOTOR: Electric motor(s) only permitted.

BATTERIES: Wet (free-liquid) battery prohibited.

MASTER CUTOFF: All electric motorcycles must be equipped with a switch, attached to rider with a lanyard, capable of shutting off all power to electric traction motor.

NTS 11.50 index

This class is reserved for full bodied entries running on a 11.50 quarter mile standard and a 7.25 eighth mile standard. Events are all run fields.

Minimum weight for all entries, including driver is 2800 lbs.

Pro Start five tenths tree. Deep staging is prohibited. Both cars must pre-stage before final staging.

DESIGNATION: NTS followed by car number. Numbers must be 4" high on all 4 windows.

REQUIREMENTS & SPECIFICATIONS

BODY: Must be full-bodied entries with roof. Dragsters and Funny Cars are prohibited. Hood, deck, fenders and doors may be substituted with fiberglass units. Doors must be operable on all cars. Street roadsters prohibited.

BUMPERS: Optional.

FENDERS: Exact duplicates of stock fenders in fiberglass permitted. Rear fenders may be trimmed for tire clearance. Altered fenders must have the edge re-rolled or beaded.

FIREWALL: Required. See General Regulations.

FLOOR: Required. See General Regulations.

HOOD: Mandatory. Hood scoop height maximum is 13".

WINDOWS: Cars must maintain all OEM window locations. All windshields and windows must be clear or factory tinted.

BATTERY: Mandatory.

BRAKES: Four wheel hydraulic brakes required. Aftermarket systems permitted provided a dual master cylinder is used.

DRIVER: Must remain in Stock location (left side).

FRAME: Frame, Sub-frame and or sub- floor must be of stock configuration for body used. Frame connectors permitted. Cars with complete aftermarket assembled frames are prohibited.

FUEL SYSTEM: No part of the fuel system may be mounted on firewall. Aftermarket tank or fuel cell permitted. If mounted in trunk, it must be vented to the outside of the body and equipped with a flash shield between trunk and driver compartment.

GROUND CLEARANCE: Minimum 3" required from the front of the car to 12" behind front axle centerline.

ROLL BAR / ROLL CAGE: Mandatory if entry has an altered floor or firewall or if vehicle runs 135 mph or faster. If stock floor and firewall are present, a 6-point roll bar is mandatory if the vehicle runs 11.49 or quicker. IHRA certification mandatory on any vehicle that exceeds 150 mph 1/4 mile.

SEATS: Only one is required. Aftermarket type accepted. See General Regulations.

STEERING: Minimum diameter of steering wheel is 11". See General Regulations.

TRACTION BARS: May not extend through floor. Length of bars may not extend more than 1/2 of car's wheelbase.

WHEELBASE: May be altered. Minimum 85". Maximum 125". 2" left to right variation permitted.

WHEEL & TIRES: Must be automotive type wheel suitable for street use. No wire wheels. Any tire-wheel combination that will fit under original body contour may be used.

CARBURETION/INDUCTION: Any type or number of carburetors permitted. Electronic fuel injection permitted. Superchargers permitted with 14.1 restraint.

COOLING SYSTEM: All cars must have a complete cooling system. Electric fans and pumps permitted.

ENGINE: Any internal combustion engine allowed.

EXHAUST SYSTEM: Competition type exhaust systems permitted. Exhaust gases must be directed out of the car body, rearward, away from driver and fuel system.

FUEL PUMP: Electric fuel pump permitted. Ignition switch must act as fuel pump shutoff.

FUEL: Gasoline, alcohol/methanol or propane permitted.

HARMONIC BALANCER: SFI 18.1 mandatory.

LIQUID OVERFLOW: 1 Pint minimum capacity mandatory.

NITROUS OXIDE: Prohibited.

STARTER: All cars must be self-starting with on board starter and battery.

CLUTCH: SFI 1-1 minimum required.

DRIVESHAFT LOOP: Required, must be within 6" of front universal joint, and must circle entire driveshaft.

FLEXPLATE: SFI 29.1 Mandatory.

FLYWHEEL/ FLEXPLATE SHIELD: SFI 30.1 mandatory if OEM floor or firewall has been removed. All entries with manual transmissions must use a bellhousing meeting SFI 6.1 minimum.

REAR AXLE: Any rear axle or factory third-member permitted. No locked rear ends allowed. Narrowed rears must leave tire within 3" of wheel well outer lip. Spools permitted. Aftermarket axles required.

TRANSMISSION BRAKE: Permitted.

TRANSMISSION: Reverse lockout and functional neutral safety switch mandatory on all automatics.

DRIVER RESTRAINT SYSTEM: Must meet SFI 16.1 within 2 year expiration from date of manufacture.

HELMET: SN-2015 or newer or SFI 31.1, 31.2, 41.1 or 41.2 mandatory. See General Regulations.

MASTER CUTOFF: If battery is relocated, a master electric cut off switch must be installed on rear of vehicle and marked on-off or push-off.

PROTECTIVE CLOTHING: If the entry does not have the OEM floor and firewall, A minimum of a 3.2A/5 jacket and pants are mandatory. A jacket meeting a minimum of SFI 3.2A/1 mandatory on all other entries. All competitors are required to wear long pants. Nylon pants prohibited.

WINDOW NET: SFI 27.1 is required on all entries if rollcage is mandatory.

CREDENTIALS: Valid state drivers license required.

ELECTRICAL: Starting line two step accepted. Down track throttle stops prohibited. Electronic ignition interrupters or stutter boxes, prohibited.

DELAY BOX: prohibited

IGNITION: Aftermarket electronic ignition boxes may not be modified from factory specifications.

TAILLIGHT: One 2" working tail light mounted above the rear tires mandatory.

TOP SPORTSMAN

This class will be a 32 car qualified field at National SSNC Events. IHRA Chassis Certification mandatory on all entries. T/S will run on a Dial-In ET system. Maximum dial-in is 7.80 1/4 mile or 5.20 1/8 mile. Tow vehicles permitted (no cars or trucks).

DESIGNATION: T/S followed by car number. Numbers must be at least 4" high on all four windows.

WEIGHT MINIMUMS: Big-block entries 2,200 lbs. or 2,400 lbs. with nitrous oxide. Super-charged 2,600 lbs. for big-block, super charged small-block 2,150 lbs. small-block 1,900 lbs. or 2,000 lbs. with nitrous oxide.

Requirements & Specifications

BODY: Must be full bodied vehicle (trucks, vans, wagons permitted) with 2 functional doors. Front overhang limited to 45" from center of front spindle unless stock OEM is longer.

FIREWALL: Required. Steel .024 or aluminum .032. Supercharged/turbocharged must have steel firewall.

FLOOR: Minimum .024" steel welded in on driver's side from firewall to rear cross member.

HOOD SCOOP: Maximum height of 15" to the top of the opening from the hood surface.

WINDSHIELD & WINDOWS: Required, no window tint beyond factory spec permitted. 1/8 inch thick plexiglass, lexan or other shatterproof material permitted. The side windows on all entries that utilize nitrous oxide or are supercharged must have a minimum 4" diameter opening adjacent to the driver. See General Regulations.

BALLAST: See General Regulations.

BATTERY: Must be securely fastened with a hold down as per ballast attachment bracket. Must have external master shut off labeled "push-off". See General Regulations.

BRAKES: Four wheel brakes mandatory with dual chamber master cylinder mounted above frame rails on all entries. Steel brake lines mandatory.

CHASSIS: All cars must use a full frame meeting SFI 25.1 or 25.2 spec. for 7.49 or Quicker 7.50 & slower use SFI 25.4 or 25.5 spec. See SFI Specifications. Chassis must have current certification tag prior to competition and have serialized sticker affixed to frame before participation.

FUEL SYSTEM: No part of the fuel system may be mounted on firewall. Aftermarket fuel cell recommended. If mounted in rear, it must be vented to the outside of the body and equipped with a flash shield to isolate system from driver compartment. All front mounted fuel systems must be mounted between frame rails and enclosed in a round tube frame, minimum 1.250 x .058 cm or .118 ms tubing.

GROUND CLEARANCE: Minimum 3" required from the front of the car to 12" behind front axle centerline. 2 inches on remainder of the car.

WHEELBASE: Minimum 90". 1" variation from left to right.

CARBURETION/INDUCTION: Manual or electronic injectors acceptable on any entry. Any number of carburetors may be used. See General Regulations.

COOLING SYSTEM: Required with water pump and radiator on all non-supercharged or injected cars. Radiator must remain in front location.

ENGINE: Any internal combustion engine allowed with any modification. Only one engine may be used. No cubic inch limit. Positive locking crank case breathers (valve cover) mandatory.

EXHAUST SYSTEM: Competition type exhaust systems permitted. Exhaust gases must be directed out of the car body, rearward, away from driver and fuel tank. If zoomies are used, must be turned upward minimum 3 degrees.

FUEL: Must utilize an IHRA approved fuel. See General Regulations.

HARMONIC BALANCER: SFI 18-1 mandatory.

LIQUID OVERFLOW: Mandatory, 1 pint minimum capacity.

NITROUS OXIDE: Permitted on non-supercharged and non-turbo charged entries only. See General Regulations.

OIL LINES: All oil pressure lines must pass a minimum pressure test and be clearly labeled as passing the testing process.

STARTER: All entries must be self starting with an on board starter and battery.

SUPERCHARGER: 14.2 restraint with bag mandatory on all 12 and 14-71 applications. Maximum rotor length on 12-71 or 14-71 blower is 19". 14.1 restraint mandatory on all other supercharged applications. Nitrous oxide prohibited on supercharged or turbo charged entries. Screw superchargers prohibited. A belt guard shielding both fuel and oil lines is mandatory.

TURBOCHARGER: The use of single or dual turbochargers is permitted. This combination will utilize supercharged weight minimums.

DRIVELINE: Two full 360° drive shaft loops required.

CLUTCH/FLYWHEEL: SFI 1.1, 1.2 or 1.5 mandatory. Specific combination determines appropriate specification.

FLEXPLATE: SFI 29.1 mandatory.

FLEXPLATE SHIELD: SFI 30.1 mandatory.

FLYWHEEL SHIELD: SFI 6.1 or 6.3 within current expiration date from manufacturer. See appropriate SFI spec for motorplate requirements.

REAR END: Aftermarket axles required with axle retention device. Welded spider gears prohibited. Stud bolts must be 5/8" minimum.

TRANSMISSION: Any transmission may be used, however, vehicle must employ positive system to disengage engine from final drive. Automatic transmission must have neutral safety start switch and reverse lockout. Standard transmission must have neutral. All entries with pressurized transmissions must have interior sheet metal or carbon fiber tunnel isolating drivers compartment from unit or the driver must use a minimum of a 3.2A-15 drivers suit. All pressurized units must utilize steel lines and AN fittings to connect with accessory coolers. A minimum 1/8" pipe connection using high pressure line from vent to overflow tank (1 pint capacity minimum) is mandatory.

TRANSMISSION SHIELD: Mandatory on all entries, meeting SFI 4.1. All transmission blankets must be of one piece design.

WHEELS/TIRES: Must be automotive type designed for racing. SFI 15.1 rear wheels mandatory.

DRIVER RESTRAINT SYSTEM: SFI Spec. 16-1 or 16-5 mandatory within 2 year expiration from date of manufacture.

ENGINE CONTAINMENT SYSTEM (diaper): Engine must be equipped with IHRA accepted engine containment system. All systems must cover the oil pump and related components.

FIRE EXTINGUISHER SYSTEM: Five pounds fire extinguisher system mandatory. Minimum 1 nozzle on driver's side in front of feet, 1 nozzle in front of engine. Safety pins must be red flagged.

HELMET: SN, SA or M-2015, or newer or SFI 31.2 or 41.2 full face helmet mandatory on all entries

HEAD AND NECK RESTRAINT: SFI 38.1 mandatory, if entry goes 200 mph or faster.

MASTER CUTOFF: Master electrical cutoff switch required. Marked "push-off".

PARACHUTE: Required. Should be used on any run over 150 mph. Cars running in excess of 200 mph. must use dual parachutes with two separate shroud line mounting points using sleeved 1/2" bolts. Safety pins must be red-flagged.

PROTECTIVE CLOTHING: A driver suit meeting SFI 3.2A/15, gloves and shoes meeting 3.3/15 and a SFI 3.3 neck collar mandatory for Supercharged entries and on Nitrous Oxide entries running 6.75 or quicker 1/4 mile or 4.50 or quicker 1/8 mile. A drivers suit meeting SFI 3.2A/5, gloves meeting 3.3/5, and shoes meeting SFI 3.3 and a neck collar meeting SFI 3.3 mandatory for all other entries.

ROLL CAGE PADDING: Mandatory, meeting SFI 45.1.

UPHOLSTERY: Optional.

WINDOW NET: SFI 27-1, Required.

CREDENTIALS: Valid IHRA Competition License required. Medical physical records mandatory.

ELECTRICAL: Starting line two step accepted. Down track throttle stops, electronic ignition interrupters or use of pneumatics is prohibited. See General Regulations: Data Recorders/Electronic Devices for additional information.

DELAY BOX: Accepted. See General Regulations for specific information.

IGNITION: Aftermarket electronic ignition boxes may not be modified from factory specifications.

TAILLIGHT: One 2" working tail light required.

THROTTLE: See General Regulations.

THROTTLE STOP: Prohibited. Throttle stops are defined as being mechanical, electronic or pneumatic.

TOP DRAGSTER

This class is for dragster and open altered type vehicles only, as long as they meet all safety requirements. IHRA Chassis Certification mandatory on all entries. This class will be a 32 car qualified field at National SSNC Events. Maximum dial-in is 7.60 1/4 mile, and 4.90 1/8 mile. Tow vehicles permitted (no cars or trucks).

DESIGNATION: T/D followed by car number. Numbers must be at least 4" high on both sides of car and 2" on front nose area.

WEIGHT: Supercharged Big-block Dragster and Altered 1,800 lbs, NOS Big Block Dragster and Altered 1,700 lbs, Naturally Aspirated Big-block Dragster and Altered 1,600 lbs, Supercharged Small-block Altered 1,700 lbs, Supercharged Small-block Dragster 1,650 lbs, NOS Small-block 1,550 lbs, Naturally Aspirated Small-block 1,450 lbs, 4 and 6 cylinder Small-block 1,350 lbs.

Requirements & Specifications

AIRFOILS/WINGS: A positive locking device to prevent accidental movement must be used on any airfoil. Side mounted. No part of wing may be within 6" of tire. A wing is mandatory on all rear engine dragsters if the entry exceeds 200 mph. Minimum dimension is 356 square inches.

BODIES: Body and cowl may be constructed of metal, fiberglass, carbon fiber or other suitable flameproof material and must extend forward to firewall. Altered entries must use IHRA accepted body. Driver's compartment - frame structure, roll bars, body - must be designed to prevent driver's body or limbs from making contact with wheels, tires, exhaust system, or strip surface, should spin-out, collision, or upset occur. If driver's body is in contact with belly pan, an inspection and sub-floor is required. See General Regulations. Upholstery & Seats. The maximum front overhang is 30 inches on all dragsters and 43 on all front engine altered as measured from most forward spindle center. Minimum ground clearance is 3".

WINDSCREENS: Required on all cars. See General Regulations.

BALLAST: Permitted. See General Regulations.

BATTERY: Must have battery on board and permanently mounted in place for completion of run. Maximum two. See General Regulations.

BRAKES: Minimum of two rear-wheel brakes required. Hand brake, if used, must be located inside the car's body or drivers compartment. The use of steel brake lines is required. All brake lines passing the engine on any rear engine car must be shielded. Highly recommended in all cars regardless of engine location.

CHASSIS: Rear engine dragster must meet SFI 2.3, 2.2, 2.5, or 2.7. Front engine dragster must meet SFI 2.2 or 2.4 or 2.6. Altered: 6.99 and quicker must meet SFI Spec. 10.1 or 10.2. Any chrome plated chassis under the 2.3, 2.1, 2.5, 10.1 or 10.2 Specs, will no longer certify. Smooth or hammertone coating is permitted on any SFI rated chassis. See specific SFI Specifications for additional details. Chassis must have current certification tag prior to competition and have serialized sticker affixed to frame before participation.

DEFLECTOR PLATE: Mandatory: it must be as high as drivers helmet when seated in car and full width of cage. Minimum thickness .125 inch 6061 T-6 aluminum or .060 inch steel. Carbon Fiber or Kevlar plates accepted.

FUEL SYSTEM: All fuel lines must be isolated from the driver's compartment with a sub-floor or with steel braided lines where the engine is located in the rear and the fuel tank is in front of the driver. All entries must have sufficient tank capacity to make full runs without refueling. Adding of fuel after the engine has started is strictly prohibited. All fuel tanks must be equipped with positive locking screw-on caps and vented outside of body. See General Regulations.

HEAD PROTECTOR: Required. See General Regulations.

PINION SUPPORT: It is mandatory that all entries have a rear axle and/or pinion housing anti-rotation device of a rigid design attached directly from the frame or suitable cross member to either the rear axle housing or pinion housing in a manner to prevent rotation in either direction.

STEERING: An energy absorbing device must be used to prevent the steering shaft from injuring the driver in case of front impact, and shaft must be drilled and pinned to steering box or rack. See General Regulations.

SUSPENSION: Rigid-mounted front axles are permitted. A device must be utilized that will protect the oil pan from coming in contact with the racing surface in case of excessive frame flex and/or tire or rim failure. Any front suspension using a beam or tubular axle must have the radius rods attached to the frame. Radius rods not required on front axles that are rigidly mounted 10" or less from the king pin.

WHEELBASE: Rear engine dragster minimum 175". Front engine dragster minimum 150". All cars may not have a wheel base variance from left to right of more than 2". Roadster/Altered minimum 120" maximum 150".

WHEELS/TIRES: Lightweight wire wheels designed for racing acceptable on front axles only, provided total car weight does not exceed 1800 lbs., excluding driver. Front wheel fairings prohibited. SFI 15.1 rear wheels with beadlocks mandatory if entry exceeds 215 mph.

CARBURETION: Carburetors, fuel injection or electronic fuel injection permitted. two return springs mandatory. Throttle stops prohibited.

ENGINES: Any internal combustion reciprocating automotive engine permitted. Any modification to engine acceptable; engine may be in any location in dragster, front only in altered. Four (4) valves per cylinder maximum. Must be IHRA accepted.

EXHAUST SYSTEM: Exhaust must be directed out of car body and rearward, away from driver and fuel tank.

FUEL: Must utilize an IHRA accepted fuel. Refer to General Regulations.

HARMONIC BALANCER: Must meet SFI Spec. 18.1.

NITROUS OXIDE: Prohibited on Supercharged or Turbocharged entries. See General Regulations for specific requirements.

OIL LINES: All oil pressure lines must pass a minimum pressure test and be clearly labeled as passing the testing process.

STARTER: All entries must be self-starting with an onboard starter and battery.

SUPERCHARGER: All supercharged entries may utilize a 14-71 supercharger. High Helix supercharger will be legal for competition. Screw superchargers prohibited. Front engine cars must have SFI 14.2 restraint with approved bag, rear engine cars must have SFI 14.1 restraint. A belt guard shielding both fuel and oil lines is mandatory. All supercharged dragsters must utilize a torque converter assisted transmission. 36.0 % overdrive is the maximum on all combinations using a 14-71 unit. See General Regulations.

TURBOCHARGER: The use of single or dual turbochargers is permitted. This combination will utilize supercharged weight minimums.

VENT TUBE/BREATHERS: Mandatory. Two 1" diameter connections. All breathers must be positive locking.

FLYWHEEL/CLUTCH: SFI 1.1, 1.2 or 1.5 mandatory.

FLYWHEEL/TRANSMISSION SHIELD: For standard transmissions. Must meet SFI Specs 6.1 or 6.3. See appropriate SFI spec for motorplate requirements. For all automatic transmissions an SFI 30.1 flexplate shield is required.

REAR END: Axle retention devices mandatory. Aftermarket axles mandatory. Welded spider rear ends prohibited. 5/8" wheel studs required. Full floating or live axle assembly mandatory if entry exceeds 215 mph.

TRANSMISSION: Clutchless transmissions are limited to five forward, aftermarket planetary to three forward gears. All transmissions must have neutral position. Neutral safety switch mandatory. All super-charged dragsters must utilize converter equipped units, All pressurized units must utilize steel lines and AN fittings to connect with accessory coolers. A minimum 1/8" pipe connection using high pressure line from vent to overflow tank (1 pint capacity minimum) is mandatory.

TRANSMISSION SHIELD: Mandatory on all entries meeting SFI 4.1. All transmission blankets must be one piece design.

ARM RESTRAINTS: Meeting SFI 3.3 mandatory.

DRIVER RESTRAINT SYSTEM: SFI Spec. 16-1 or 16-5 mandatory within 2 year expiration from date of manufacture.

ENGINE CONTAINMENT SYSTEM (diaper): Engine must be equipped with IHRA accepted engine containment system. All systems must cover the oil pump and related components.

FIRE SYSTEM: Closed cockpit dragsters must have one 5 lb. fire extinguisher system with one nozzle in front of driver's feet.

HELMET: SN-2015 or newer or SFI 31.2 or 41.2 mandatory.

HEAD AND NECK RESTRAINT: SFI 38.1 mandatory, if entry goes 200 mph or faster.

MASTER CUTOFF: Master electrical cutoff switch required. Marked "push-off".

PARACHUTES: See General Regulations, Parachutes. Two required for cars running over 200 mph with separate mounting points using 1/2" sleeved bolts.

PROTECTIVE CLOTHING: A driver's suit meeting SFI 3.2A/15, gloves and shoes meeting 3.3/15 and a neck collar meeting SFI 3.3 mandatory for front engine supercharged vehicles. A driver's suit meeting SFI 3.2A/5, gloves meeting 3.3/5, and shoes meeting SFI 3.3 and a neck collar meeting SFI 3.3 mandatory for all other entries.

ROLL BAR PADDING: Mandatory, meeting SFI 45.1.

UPHOLSTERY/SEAT PAD: Mandatory if metallic seat is used.

CREDENTIALS: Valid IHRA Competition License required. Medical physical records mandatory.

ELECTRICAL: Starting line two step accepted. Down track throttle stops, electronic ignition interrupters or use of pneumatics is prohibited. See General Regulations: Data Recorders/Electronic Devices for additional information.

DELAY BOX: Accepted. See General Regulations for specific information.

IGNITION: Aftermarket electronic ignition boxes may not be modified from factory specifications.

TAILLIGHT: One 2" working tail light mounted above the rear tires mandatory.

THROTTLE: See General Regulations.

THROTTLE STOP: Prohibited. Throttle stops are defined as being mechanical, electronic or pneumatic.

SUPER STOCK

The field is qualified and will be paired at National and SSNC events based upon qualifying, beginning in the first round of eliminations.

DESIGNATIONS: SS/AAS, SS,BBS, SS/AA, SS/A, SS/B, SS/C, SS/D, SS/E, SS/F, SS/G, SS/H, SS/I, SS/J, SS/K, SS/L, SS/M, SS/N, SS/O, and SS/P, preceded by car number (manual transmission). SS/AAA, SS/BBA, SS,AA, SS/BA, SS/CA, SS/DA, SS/EA, SS/FA, SS/GA, SS/HA, SS/IA, SS/JA, SS/KA, SS/LA, SS/MA, SS/NA, SS/OA, and SS/PA, preceded by car number (automatic transmission). Numbers must be at least 4" high on all 4 windows. Only one button, regardless of function, will be allowed on the steering wheel. Reserved for American factory-production automobiles and some foreign and domestic sports cars. Classified per IHRA performance rating as listed in the Official IHRA Stock Car Classification Guide. Only those cars listed in the Guide are eligible. All cars must be factory-production assembled, show room available and in the hands of the general public. Tow vehicles prohibited.

CLASSES:

Class AA	5.00 to 5.49
Class BB	5.50 to 5.99
Class A	6.00 to 6.49
Class B	6.50 to 6.99
Class C	7.00 to 7.49
Class D	7.50 to 7.99
Class E	8.00 to 8.49
Class F	8.50 to 8.99
Class G	9.00 to 9.49
Class H	9.50 to 9.99
Class I	10.00 to 10.99
Class J	11.00 to 11.99
Class K	12.00 to 12.99
Class L	13.00 to 13.99
Class M	14.00 to 14.99
Class N	15.00 to 15.99
Class O	16.00 to 16.99
Class P	17.00 or more

Requirements & Specifications

BODY: Customizing and its effect on car's correct classification is at the discretion of Technical Committee. Convertibles must run with top up. Sedan delivery, Ranchero, El Camino, etc. (if found properly classified in Classification Guide) permitted if all class requirements are met. Raising and/or lowering front or rear of cars prohibited. Cars must retain level attitude at stand still except those which have a forward rake (an acceptable modification). Body-mount insulators may be replaced with solid mounts of same size. Aluminum or other light weight material may not be used to replace heavier items on car.

BUMPERS: Complete stock bumpers, guards and braces, front and rear required. Energy absorbing apparatus may be removed.

FENDERS: Leading and trailing edges of fender openings may be trimmed for tire clearance, maximum: 2". Edges must be rolled and appear stock. Flaring or spreading external fender lines prohibited.

FENDER SPLASH PANS: Must be retained, may be trimmed to allow 2" clearance around headers.

FLOOR: Stock floor mandatory. Area from front mount of rear spring on leaf spring cars, or front mount for lower trailing arm on coil spring cars, to rear of trunk may be sectioned in width to allow narrowing rear frame. Any protrusion in trunk may not be higher than top of stock frame rail.

GRILLE: Must be full stock-production for body used.

HOOD: Full stock hood and bracing required. Hood openings and or hood scoops other than original equipment prohibited.

INSTRUMENTS: Full stock dashboard, including instruments, wiring, fresh air ducts and controls must be retained. Tachometer, pressure gauges, acceptable.

STREET EQUIPMENT: Full street equipment required. Sway bars, windshield wiper assembly and heaters optional. Heater controls must be retained, except pre-1968 cars.

SUSPENSION: Coil over shocks with any rear end accepted.

UPHOLSTERY: Must have full factory-type upholstery, including front and rear seats. Rear seat may be removed for installation of roll bar or roll cage if area is carpeted.

WINDSHIELD, WINDOWS: All windows and windshields must be in good condition, clear except for factory tinted glass. Windows must be operative and closed during competition.

BALLAST: Permitted. All classes may use up to 250 lbs. Only 100 lbs. will be allowed in weight box. Additional ballast must be permanently attached to frame, bolted and welded.

BATTERY: May be trunk mounted; 100 lbs. maximum including hold-down device. Must be isolated from driver compartment. See General Regulations.

BRAKES: Must be equipped with stock production four-wheel hydraulic brake system, or aftermarket disc brakes meeting the following criteria:

- 1) Minimum effective piston area per wheel 3 1/2 square inches.
- 2) Minimum disc (rotor) diameter: 10 1/4" x 5/16" thick ferrous material only; no holes may be drilled in disc except for mounting.
- 3) Mounting requirements for rotor: Five 3/8" grade 8 bolts, eight 5/16" grade 8 bolts or twelve 1/4" grade 8 bolts.
- 4) Must install dual master cylinder with any modified brake system, splitting front and rear into separate systems. Line locks permitted. Parking brake optional.

FRAME: Frame or sub-floor must be stock for body used. Subframes on unibody cars may be joined under car. Maximum size material to be used: 2" x 3" x .120" ms or .083" cm. Round tubing may be used to join subframe in straight line extending through car floor with floor completely welded to frame. Rear subframes may be moderately altered for tire clearance. Rear subframe may be constructed of 2" x 3" rectangular material with .120 ms or .083 cm wall thickness or 1 5/8" x .083 cm or .120 ms round tubing and must be installed at original height location. Cross members may be added for traction bar and shock absorber mounts. See General Regulations.

FUEL PUMP: Automotive-type electric fuel pump acceptable if car's ignition switch acts as power shutoff. Cars using other than stock fuel lines may use any size metallic fuel lines. Cool cans permitted.

GAS TANK: OEM tank or acceptable fuel cell may be used. Tank may have pick-up(s) relocated and may be modified for suspension clearance not to exceed 3" from frame or springs. Tank may have a sump not to exceed 6" x 6" x 3" deep. If fuel cell is used it must be mounted in trunk floor as outlined in General Regulations. Only one fuel cell permitted.

GROUND CLEARANCE: Minimum 3" from front of car to 12" behind centerline of front axle.

MOTOR MOUNT: May be replaced with steel units designed to eliminate rubber section of stock mounts. Engine must be in stock location. Motor plates and mid-mounts permitted.

POWER STEERING: May be removed or converted to manual steering.

RADIATOR: OEM type radiator required for body used.

TIRES: May use any tire/wheel combination up to a 14 1/2" wide x 33" diameter tire. Internal wheel well modifications allowed in rear, provided area is closed where cutting or spreading was done. Material to replace sections of inner fender well must be steel, same thickness as removed. External fender alterations limited to trimming leading and/or trailing edges of fender for tire clearance. Edges must be re-rolled and appear stock. Flaring or spreading external fender line prohibited. Tire tread may not be outside fender or more than 1-1/2" under body.

TRACTION BARS: Permitted. Overall length not to exceed one-half wheelbase. Traction bars and/or mounting brackets for rear axle housing may not be lower than lowest edge of rear rim. On 1980 and later model cars traction devices may extend through the floor, however, they must be sealed with 14 to 20 gauge material and may not extend forward of the rear mounting holes of the driver's seat. Upper rear trailing arms and center torque arm may be removed.

WHEELIE BARS: Permitted. Non-metallic wheels only. Not to be attached to rear bumper or bumper braces. Maximum length 48" measured from centerline rear axle to centerline of wheelie bar axle.

WHEELBASE: Must retain OEM wheelbase plus or minus 3/4", and width for car body used per manufacturer's nominal specifications. Maximum variation from left to right: 1 inch. Alterations to wheel base, front and/or rear overhang, relocation of wheelwells and/or axle are prohibited.

WHEELS: Aftermarket racing wheels permitted. Aftermarket wire or motorcycle wheels prohibited. Minimum wheel diameter: 14" unless originally factory equipped with smaller unit.

WEIGHT: Actual weight of vehicle may be adjusted over or under shipping weight of car to allow car to "fit" class. If weight is added, it is recommended that it be in the form of a roll bar or roll cage. If class is changed and removable weight is added, it must be installed in acceptable weight box. Shipping weight is calculated by multiplying the factor (as found in Official Stock Car Classification Guide) by advertised horsepower except in those cases where IHRA has placed a performance rating on the engine, in which case use the factored horsepower. Entries may move up or down one class. Driver weight is added after class weight is determined.

AIR CLEANERS: Optional. Any type permitted. Ram tubes or other than stock ducting prohibited. Factory air cleaners and/or scoops that fit through hood must be affixed to carburetor as per OEM specifications.

CAMSHAFT: Any camshaft and valve train permitted.

CARBURETION: Must be make and model specified for car's engine. Any internal modification allowed which does not affect the air flow. Replacement carburetors allowed provided they are same as original equipment with regard to make, model, type, throttle bore and venturi size.

CONNECTING RODS: Any steel rod of OEM weight or heavier permitted. Aluminum or titanium rods prohibited.

CYLINDER HEADS: Porting, polishing, welding, epoxy and acid dipping accepted. Combustion chamber modifications prohibited. Combustion chamber grinding and polishing permitted. Spark plug hole must maintain the OEM angle, size and location. Valve and guide centerlines must maintain the OEM angles in all directions. All cylinder head volume numbers must be retained as per published specifications. Welding and/or applying epoxy in combustion chamber is prohibited. Valve seat angle may be modified as needed. Replacement valves must be identical to stock valves in appearance and size. Valves are allowed to be +.005 or -.015 from published IHRA Tech Bulletins. No external modification allowed. Heat riser passages may be blocked off from intake manifold side of cylinder head or in exhaust port.

DISTRIBUTOR: Any battery-operated ignition system permitted. Distributorless ignition is prohibited on vehicles unless it was present in OEM combinations. Units must retain OEM number of coils.

ENGINE: Must be same year and make as car. Equipment other than original factory installed is prohibited unless otherwise specified. Special equipment (export installed) is prohibited unless otherwise specified. Special equipment (export kits, superchargers, dealer installed options, etc.) automatically disqualifies car. Cylinder bores must not exceed .080 inch over stock bore. Bores are measured at top of cylinder where ring wear is not evident. Normal balance job permitted. Engine cannot be raised or lowered. Otherwise lightening of component parts prohibited. All carburetors, manifolds, heads, etc., must be tightened to prevent any air or fuel leaks. Vacuum lines must be securely connected or blocked off. The following are allowed: Polylocks, jam nuts, screw-in or pinned studs. Crank shaft stroke tolerance is ± 0.015 inch.

EXHAUST SYSTEM: Open exhaust headers permitted. Tailpipes and/or mufflers optional.

FAN, GENERATOR, WATER PUMP: Stock-type water pump required, may be aftermarket aluminum. Accessory fans acceptable, both may be driven electrically. Fan belt not required. Generator or alternator may be removed.

GASKETS: Any replacement or aftermarket gasket may be used. If thinner than stock head gaskets are used, thickness loss must be made up with additional deck clearance.

GASOLINE: See General Regulations.

MANIFOLD: Any intake manifold permitted, provided unit is of same configuration as original for carburetor used and will fit under original factory-produced, installed hood.

OIL PAN: Dry sump systems prohibited. Aftermarket oil pans permitted. If cross member is altered for larger oil pan installation, all material and strength must be replaced by boxing or installing removable or permanent material.

PISTONS: Replacement pistons permitted, provided they do not increase stock compression ratio and retain overall design pattern as specified by automobile manufacturer.

REPLACEMENT PARTS: Replacement parts are restricted to cylinder heads, crankshaft, cylinder block, and transmissions only when manufacturer lists such part in its published parts book, notifies IHRA of said change, and change is accepted by IHRA. Cylinder blocks may be sleeved. The use of a cast iron harmonic balancer is prohibited; units meeting SFI Spec. 18.1 mandatory.

CLUTCH: Stock-type clutch and/or pressure plate prohibited. Units meeting SFI Spec. 1.1 mandatory.

DRIVELINE LOOP: Mandatory. See General Regulations.

FLYWHEEL: Stock-type cast iron flywheel prohibited. Steel or aluminum unit meeting SFI Spec. 1.1 mandatory.

FLYWHEEL SHIELD: Flywheel shield that meets SFI Spec. 6.1 required on cars with manual transmissions.

REAR END: Any stock-type allowed. May be narrowed for wide tires. See TIRES. Truck rear end not allowed unless originally factory installed. Locked rear ends accepted, including spools; aftermarket axles mandatory with locked rear end. Welded spider gear rear ends not permitted. Larger brakes on replacement rear end may be used. Cars over 2,000 lbs. with independent rear suspension must have swing axle rear end replaced with conventional rear end housing assembly. Alterations to cross members permitted when IRS rear end is replaced.

TRANSMISSION, AUTOMATIC: Must be same make as engine, adapter plates and aftermarket cases must be accepted prior to competition. Full shift pattern must be maintained with a maximum of 3 forward speeds unless OEM is selected. OEM 2 speed only entries may use 3 speed units. Functional concealed neutral safety switch required.

TRANSMISSION BRAKE: See General Regulations.

TRANSMISSION, MANUAL: OEM or aftermarket transmissions having same number of forward speeds as original may be used. Must have a reverse gear. Clutchless units permitted.

TRANSMISSION SHIELD, AUTOMATIC: Cars in SS/AA through GT/AA through GT/EA must be equipped with a transmission shield meeting SFI Spec. 4.1

DRIVER RESTRAINT SYSTEM: Must meet SFI Spec. 16.1 or 16.5 within 2 year expiration from date of manufacture.

HELMET: SN, SA, M or K-2015 or newer mandatory.

MASTER CUTOFF: If battery is relocated, a master electric cut off switch must be installed on rear of vehicle and marked "on-off", or push-off.

PROTECTIVE CLOTHING: A jacket and pants meeting a minimum of SFI 3.2A/5 and a 3.3 neck collar are mandatory on entries running 9.99 or quicker 1/4 or 6.40 1/8 mile. A jacket and pants meeting 3.2A/1 is mandatory on entires running 10.00 to 11.49 1/4 or 6.40 to 7.50 1/8 mile. A minimum of a SFI 3.2A/1 jacket mandatory on all otther entries.

ROLL BAR, ROLL CAGE: Roll cage required in SS/AA through SS/I & SS/IA. Roll bar required in all other cars. Padded head protector mandatory with any roll bar or roll cage installation. See General Regulations.

WINDOW NET: Mandatory meeting SFI Spec. 27.1, if class mandates roll cage.

CREDENTIALS: Valid IHRA competition license required.

DELAY DEVICE: Electronic, Pneumatic or mechanical prohibited.

SWITCH / BUTTON: The maximum amount of travel is a typical "3 hundreths" or 3 inch button. As part of the technical inspection process, all buttons will be verified and sealed prior to competition. Release may not be a function of or activate or de-activate any other switch.

SUPER STOCK PRODUCTION

Reserved for American-built cars with American automobile production engines. Body, drivetrain, chassis, etc., may not be altered, modified or relocated except as outlined in Requirements and Specifications. Push starts, tow cars prohibited. All entries must start with a minimum shipping weight of 2,500 lbs. Corporate engine and body relationships are acceptable. Numbers must be at least 4" high on all 4 windows. Only one button regardless of function will be allowed on the steering wheel.

Classification is determined by dividing vehicle shipping weight by chosen engine combination. Shipping weight is determined by the lightest gasoline V-8 engine available or the heaviest V-6 if V-8 was not offered in a particular combination. Race weight is calculated by multiplying the appropriate class break by the selected cubic inch displacement and then adding 170 lbs. as a driver standard.

CLASSES:

Class PA	7.00 to 7.49 lbs. per cubic inch.
Class PB	7.50 to 7.99 lbs. per cubic inch.
Class PC	8.00 to 8.49 lbs. per cubic inch.
Class PD	8.50 to 8.99 lbs. per cubic inch.
Class PE	9.00 to 9.49 lbs. per cubic inch.
Class PF	9.50 to 9.99 lbs. per cubic inch.
Class PG	10.00 to 10.99 lbs. per cubic inch.
Class PH	11.00 to 11.99 lbs. per cubic inch.
Class PI	12.00 to 12.99 lbs. per cubic inch.
Class PJ	13.00 or more lbs. per cubic inch.

Requirements and Specifications for Production classes are the same as those for Super Stock classes, with the following exceptions.

Requirements & Specifications

BODIES: Convertible-type cars must run with the top up. Sedan delivery, Ranchero, El Camino, etc., if found properly classified in the Classification Guide, are eligible for competition only if all class requirements are met. Pickup beds may not be altered in height or length and tail gates must be closed. Alterations or customizing to gain class advantage prohibited. Extent of customizing and its effect on car's correct classification at discretion of Technical Committee. Stock floor must be retained but may be sectioned if original thickness is maintained. Front wheel drive conversions accepted.

BUMPERS: Full stock factory production bumpers are required and a minimum of two stock steel braces must be used.

FENDERS: Stock inner splash pans are required. May be trimmed 2" for header clearance.

GRILLE: Stock grille required.

HOODS: Must have a full hood. Air scoops are permissible. The highest point of the hood scoop may not exceed 9" in overall height above original hood surface, measured from the leading edge of the scoop. Fiberglass replica hoods are permitted. All hoods must be painted to match car. All hoods must meet adjacent body panels as per factory installation.

STREET EQUIPMENT: Windshield wiper arms may be removed during competition. Wiper motor and transmission, heater, may also be removed. All other street equipment must be retained. Stock headlights and tail lights required. OEM units hide away lights may maintain daylight appearance. Tail lights must be functional.

UPHOLSTERY: Full factory production type manufacturer's bucket seats will be permitted. Aftermarket two layer fiberglass or aluminum seats are permitted with upholstery. Plastic seats prohibited. Rear seat optional if area is upholstered. Full interior upholstery required. See General Regulations.

WINDSHIELD/WINDOWS: Must OEM type and fully functional.

BATTERY: Battery may be relocated to trunk. Flash shield mandatory. Two batteries with a maximum of 100 lbs total permitted. Battery must be securely fastened to chassis. Master cutoff switch required and must be properly marked "on-off". See General Regulations.

BRAKES: Must be equipped with stock production four-wheel hydraulic brake system, or aftermarket disc brake system. Dual master cylinder mandatory. All brakes must meet the following criteria:

- 1) Minimum effective piston area per wheel 3 1/2 square inches.
- 2) Minimum disc (rotor) diameter: 10 3/4" x 5/16" thick ferrous material only; no holes may be drilled in disc except for mounting.
- 3) 3) Mounting requirements for rotor: Five 3/8" grade 8 bolts, eight 5/16" grade 8 bolts or twelve 1/4" grade 8 bolts.

BRAKE LINES: Brake lines must be routed outside the frame rail or enclosed in 1/8 inch steel tubing in flywheel area. Copper tubing prohibited.

FRAME: Frame or subfloor must be stock for body used. Subframes on unibody cars may be joined under car. Maximum size material to be used: 2" x 3" x .120" ms. Round tubing may be used to join sub frame in straight line extending through car floor with floor completely welded to member. Rear sub frames may be moderately moved in for tire clearance, (see TIRES.) Rear may be constructed of 2" x 3" rectangular material with .083 cm or 1 5/8" x .083" cm or .120" ms round tubing and must be installed at original height location. Cross members may be added for traction bar and shock absorber mounts.

FUEL LINES: Fuel lines in the flywheel, bell housing area must be enclosed in a 16" length of steel tubing, 1/8 inch minimum wall thickness. All fuel system components must be completely isolated from the driver's compartment by a firewall. No part of fuel system may be mounted on firewall.

FUEL PUMP: Electric fuel pump permitted. The ignition switch must act as a power shut off. If electric fuel pumps are mounted in the trunk a flash shield made of .032" aluminum or .028" steel must be used to separate the passenger compartment from the trunk.

FUEL TANK: Fuel cells permitted. One tank maximum. If filler neck is located in the trunk, a flash shield is required and the tank must be vented outside.

SUSPENSION: Coil over shocks with any rear end accepted.

STEERING: Rack and pinion steering permitted. Minimum steering wheel diameter: 13".

TIRES: May use any tire/wheel combination up to a 14 1/2" wide x 33" diameter tire. Internal wheel well modifications allowed in rear, provided area is closed where cutting or spreading was done. Material to replace sections of inner fender well must be steel, same thickness as removed. External fender alterations limited to trimming leading and/or trailing edges of fender for tire clearance. Edges must be re-rolled and appear stock. Flaring or spreading external fender line prohibited. Tire tread may not be outside fender, no more than 1 1/2" under body.

TRACTION BARS: Units must not be longer in overall length than one-half of the wheel base of the car. Traction bars and/or mounting brackets must not be lower than the lowest edge of the rear rim. May not extend through floor board.

WHEELBASE: Must remain stock as originally manufactured. See General Regulations.

WHEELIE BARS: May be 54" long or to rear bumper, whichever is longer.

WEIGHT: Shipping weight may be adjusted up or down, provided adjustments does not drop below the 2500 lbs. minimum shipping weight. Shipping weight is based upon the lightest gasoline engine available for car. 170 lbs. is added as a driver spec to determine weight for competition. All combinations may move up or down one class.

CARBURETORS: IHRA accepted american manufactured modular style carburetor mandatory (ie replaceable float bowls, metering block and bodies, etc.) All internal modifications to carburetor are permissible. Any automotive type linkage may be used from foot pedal to carburetors, providing 2 return springs are used. All 2-BBL carburetors must be accepted. In-line 4-BBL and weber type prohibited. All 2-BBL carburetors must use IHRA approved restrictor plate with the following dimensions. Minimum thickness is 1/8" with maximum thickness of 1/4" with two holes 1 3/4" each. Tapered holes prohibited.

CLUTCH: SFI 1.1 required.

DISTRIBUTOR: Any ignition system may be used. Only one distributor allowed.

DRIVESHAFT LOOP: One required 6" back from front U-joint. All loops are to be 360 degrees. 2 permitted. See General Regulations.

ENGINE: Engine must match corporate body. Cylinders may be bored a maximum of .080 larger than standard bore size for respective engine. Stock stroke +/- .015 allowed. Any camshaft may be used. Any factory produced cylinder heads may be used, providing they are of the same make as the engine. Any compression ratio is permissible. Overhead cam engines will not be permitted. Aluminum rods permitted. Combustion chamber polishing or grinding permitted. Stock mounting brackets must be retained although additional mounts may be used. Motor plates allowed, front and rear. The competitor must declare the correct cubic inch displacement, including overbore at the time of classification. Cars will be classed by original factory cubic inches and not by overbore. The use of air pumps and external oil pumps is permitted on 4 bbl entries only.

EXHAUST SYSTEM: Headers permitted. Outlets for open exhaust cannot exceed five (5) inches in diameter. A maximum of two (2) outlets per car will be permitted.

FLYWHEEL SHIELD: SFI Spec. 6.1 mandatory.

GENERATOR AND WATER PUMP: Generator optional. Aluminum water pump accepted. Electric water pump permitted.

GASOLINE: Gasoline must be used. Aviation gasoline, additives or oxygen bearing chemicals of any type to increase specific gravity, octane rating, etc., will not be permitted. See General Regulations.

HARMONIC BALANCER: SFI 18.1 mandatory.

HEADS: All cylinder heads must be IHRA approved and maintain a corporate relationship. Aftermarket cylinder heads prohibited. Buick cylinder heads will be permitted on GM combinations.

INTAKE MANIFOLD: Any single four barrel intake manifold permitted, provided its design is based upon OEM configuration and will fit existing hood scoop limitations.

REAR END: Any automotive type permitted. Aftermarket center sections permitted. Two speed or quick change rear ends prohibited. Axle anti-rotation and retention device mandatory. Aftermarket axles mandatory. See General Regulations.

TRANSMISSION: Any passenger car transmission permitted. Corporate relationship must be retained. Limited to 5 forward speeds. Floor shift conversion kits will be permitted. Modifications to the shifting pattern are permissible. Transmission shield or blanket meeting SFI 4.1 mandatory.

TRANSMISSION BRAKE: Pneumatic release units prohibited. The system may have only one release button and wiring must be approved by IHRA Technical Department. See General Regulations.

DRIVER RESTRAINT SYSTEM: Must meet SFI 16.1 or 16.5 within 2 year expiration from date of manufacture.

HELMET: SN, SA, M or K-2015 or newer mandatory.

ROLL CAGE: 6 Point required. See General Regulations under Roll Cage. All cars must have padded head rest.

PROTECTIVE CLOTHING: A jacket meeting SFI 3.2A/5 is required in Classes A through E and a jacket meeting SFI 3.2A/1 is allowed in classes F through J. Long pants required. Nylon type prohibited.

WINDOW NET: SFI 27.1 mandatory.

Super Stock/GT

DESIGNATIONS: SS/GTA, SS/GTB, SS/GTC, SS/GTD, SS/GTE, SS/GTF, SS/GTH, SS/GTI, SS/GTJ, SS/GTK, SS/GTL, SS/GTM (Manual transmission, SS/GTAA, SS/GTBA, SS/GTCA, SS/GTDA, SS/GTEA, SS/GTFA, SS/GTHA, SS/GTIA, SS/GTJA, SS/GTKA, SS/GTLA, SS/GTMA (Automatic transmission) preceded by car number. Numbers must be 4" high on both side windows and rear window and 4" high on front windshield. Twenty six classes reserved for American factory produced two-door sedans, convertibles or 1990 or newer 1/2 ton or smaller trucks with any production V-8 engine of the same make. Year of engine optional. Only those engines and bodies listed in the Official IHRA Stock Car Classification Guide are eligible for competition. Also see Weight. Cars will be classified using the shipping weight of the bodies divided by the horsepower or performance rating of the engine used. Cars must have originally been equipped with a V-6 or V-8 or be IHRA accepted based upon original shipping weight. All cars must start with a minimum shipping weight of 2,300 lbs. Tow cars not permitted

CLASSES:

CLASS A	8.00 to 8.49
CLASS B	8.50 to 8.99
CLASS C	9.00 to 9.49
CLASS D	9.50 to 9.99
CLASS E	10.00 to 10.49
CLASS F	10.50 to 10.99
CLASS G	11.00 to 11.49

CLASS H	11.50 to 11.99
CLASS I	12.00 to 12.49
CLASS J	12.50 to 12.99
CLASS K	13.00 to 13.49
CLASS L	13.50 to 13.99
CLASS M	14.00 or more

Cars in classes A through M are permitted the use of a manual transmission following the same transmission rule as Super Stock Classes. Only one button regardless of function will be allowed on the steering wheel.

Requirements and Specifications for GT classes are the same as those for Super Stock classes, with the following exceptions.

Requirements & Specifications

BALLAST: Permitted. Only 100 lbs. will be allowed in weight box. Additional ballast must be permanently attached to frame, bolted and welded.

SUSPENSION: Coil-over shock absorbers accepted.

WEIGHT: Shipping weight may be adjusted up or down, provided adjustments does not drop below the 2500 lbs. minimum shipping weight. Shipping weight is based upon the heaviest gasoline engine available for car. Then apply appropriate factor x the adjusted horsepower. Then take the figure and divide by appropriate HP. to determine proper classification. Then, add 170 lbs. as a driver spec. to determine weight for competition. All cars may move up or down one class.

ENGINE: V-8's only, must be same make as body. Year optional. Engine must be listed in the Stock Car Classification Guide. Corporate engines accepted providing the basic block was originally available in the body used. Underhood modifications for engine installation not permitted, i.e. firewall, shock towers, frame, etc. All other rules as outlined under Engine, Super Stock will apply.

TRANSMISSION: Must be automatic transmission same make as engine, no adapter plates. Full shift pattern must be maintained with the same number of forward speeds as per engine combination used. Drilling transmission case or rear of engine block to adapt non-compatible units allowed. Functional neutral safety switch mandatory.

TRANSMISSION BRAKE: See General Regulations.

ROLL BAR, ROLL CAGE: Roll cage required in GT/A through GT/F and GT/AA through GT/FA. Roll bar required in all other classes. Same as Super Stock: Roll Bar, Roll cage.

WINDOW NET: Mandatory meeting SFI spec 27.1, if rules mandate roll cage.

CREDENTIALS: Valid IHRA competition license required.

DELAY BOX/SWITCH: Electronic, mechanical, or any other delay device prohibited.

Super Stock/GT Front-Wheel Drive Conversions

Reserved for 1980 or later American factory-production two-door sedans or convertibles with production V-8 engine of the same make. Shipping weight divided by horsepower or performance rating of the engine used. All cars must start with a stock shipping weight of 2,500 lbs. or more. Minimum weight with driver is 2,670 pounds. Only those engines and/or bodies listed in the Official IHRA Stock Car Classification Guide are eligible for competition.

Requirements and Specifications for GT Front-Wheel Drive Conversions are the same as those for Super Stock Super Stock GT Classes with the following exceptions.

Requirements and Specifications

DELAY BOX/SWITCH: Electronic, mechanical, and any other delay device prohibited.

ENGINE: Any engine of same make accepted. Any corporate engine accepted as per IHRA technical guide.

STEERING: May be relocated. New cross member may be installed. Stock type steering and arms required.

SUSPENSION: Aftermarket front suspension or stock type allowed.

TORQUE STRAP: Full front motor plate allowed. Minimum 1/4-inch steel or aluminum. Mid-mount allowed.

TRANSMISSION: Firewall and drive-shaft tunnel may be refabricated with 2" maximum clearance for new engine/transmission combination. Rear floor panels must be in stock location. Roll Cage required in all F.W.D. conversions.

TRANSMISSION BRAKE: See General Regulations.

GT/Truck

DESIGNATIONS: GT/TA, GT/TB, GT/TC, GT/TD preceded by truck number. Numbers must be a minimum of 4" high on all windows. Reserved for 1990 and newer trucks. Engine combinations must be selected from the stock car classification guide to be eligible for competition. Classification is determined by using the shipping weight of the body divided by the horsepower of the engine selected. GT rating shall apply if combination has both SS and GT factors.

CLASSES:

CLASS GT/TA	9.50 to 10.49
CLASS GT/TB	10.50 to 11.49
CLASS GT/TC	11.50 to 12.49
CLASS GT/TD	12.50 or more

Requirements and Specifications for GT classes are the same as those for Super Stock classes, with the following exceptions.

Requirements & Specifications

WEIGHT: Shipping weight may be adjusted up or down, provided adjustment does not drop below the 2500 lbs. minimum shipping weight. Truck may move up or down one class. Shipping weight is determined by the factor of the body selected and multiplying the factor times the HP rating. Class weight then is determined by dividing this figure by the selected HP of chosen combination. Then, add 170 lbs. as a driver spec to weight for competition. Combinations utilizing automatic transmissions may deduct 5% or 250 lbs. Minimum weight includes driver.

Super Stock Modified

DESIGNATIONS: SS/AM, SS/BM, SS/CM, SS/DM, SS/EM, SS/FM, and SS/GM, preceded by car number. Numbers must be at least 4" high on all 4 windows.

Reserved for American-built cars and 1990 and later 1/2 ton or smaller trucks with American automobile production engines. Body, drive train, chassis, etc., may not be altered, modified or relocated except as outlined in Requirements and Specifications. Push starts, tow vehicles prohibited.

Any pre 1960, non-supercharged, 4-cylinder automobile production engine car can compete in flat head classes with any type head. Seven classes of competition for non-supercharged cars. Class determined by total car weight divided by total cubic inches engine displacement. Front-wheel-drive conversions permitted.

CLASSES

Class SS/AM	7.50 to 8.49 lbs. per cubic inch.
Class SS/BM	8.50 to 9.49 lbs. per cubic inch.
Class SS/CM	9.50 to 10.49 lbs. per cubic inch.
Class SS/DM	10.50 to 11.49 lbs. per cubic inch.
Class SS/EM	11.50 to 12.49 lbs. per cubic inch.
Class SS/FM	12.50 to 13.49 lbs. per cubic inch.
Class SS/GM	10.50 or more lbs. per cubic inch, for non-supercharged flathead V8, American factory controlled V6, inline 4 and 6 cylinder and engines with stock, production type heads. Any internal modifications permitted. Stock intake and exhaust bolt patterns must be maintained. V6 engines run 11 lbs. per cubic inch.

FUEL INJECTED MODIFIED CLASSES

Class SS/AFI	7.50 to 8.49 lbs. per cubic inch.
Class SS/BFI	8.50 to 9.49 lbs. per cubic inch.
Class SS/CFI	9.50 to 10.49 lbs. per cubic inch.

** 90 mm IHRA accepted throttle body maximum.

Requirements and specifications for modified are the same as Super Stock, with the following exceptions.

Requirements & Specifications

BODY: Must have passenger car body originally produced by American automobile manufacturer. Customizing, chopping, channeling or sectioning prohibited. Must not be altered in height, width, length or contour. Use of fiberglass or aluminum prohibited unless originally equipped for specific body used and was originally accepted for Stock or Super Stock classes except as specified. Prohibited: Removal of body parts, fender panels, bracing; raising body and/or frame to gain weight transfer. Production sport cars, pickups (Ranchero, El Camino, etc.) allowed. Must have fully operative mechanical door handles to permit entry/exit from either side. Car must remain level at stand still except those with a forward rake, an acceptable modification. Rear rocker panel or running board must not be higher than centerline of rear axle. Front wheel conversion cars allowed as long as all requirements are met for the class.

BUMPERS: Complete stock bumpers, guards, braces, front and rear required.

FENDERS: Maximum allowable vertical clearance: 2". All parts of tire tread and wheel rim must be inside stock body or fender line. Flaring or bulging fenders for wider tires prohibited. All radiused fenders must be re-rolled.

FENDER SPLASH PANS: Must be retained but can be trimmed to allow a maximum 2 inches of clearance around headers. Shock or spring towers may not be modified for engine or accessory clearance.

FIREWALL: Firewall may be altered for distributor or magneto clearance only, and must be properly refinished. Additional alterations prohibited. Engine must not touch firewall.

FLOOR: Stock required. Area from front shackle of rear spring or front mounting point of trailing arm to rear of trunk may be sectioned in width to allow narrowing rear frame. Cutting into stock floor for suspension members not allowed except as noted. Any protrusion in trunk may not be higher than top of stock frame rail. Floor material must be made of 14- to 20-gauge material.

GRILLE: Must be OEM type for body used. No covering in front or behind permitted.

HOOD: Required, fiberglass acceptable. Carburetors must be completely covered by hood, bubble or scoop, one opening only, which must be part of car hood. Hood latches, hinges, springs and brackets may be removed. Any hood scoop used must be functional and built to prevent any siphoning of gasoline. Maximum height of hood scoop is 11 inches as measured from top of hood to highest part of scoop. Tilt or removable front ends prohibited.

INSTRUMENTS: Stock dashboard, including instruments, must be retained. Stock wiring may be replaced. Tachometer, pressure gauges, etc., permitted.

RADIATOR: Full-size OEM type radiator required for type of body used. Larger-than-original radiator may be used if it does not require cutting, denting, or elimination of any body, fender, radiator or grille panels. Radiator splash pans may be cut for clearance.

SPOILERS: Must be automotive production for body used. Complete package, front and rear, not required. Aftermarket rear spoiler permitted. Maximum length 6" as measured from decklid to spoiler transition point, to rear edge of spoiler. May be no wider than decklid. Maximum height of spill plate, 4" If aftermarket spoiler is used, any OEM spoilers must be removed.

STREET EQUIPMENT: Required: Lights and stock-type water pump. Horn, sway bars, windshield wipers, wiper motors, outside rear view mirrors, hand brake, generator, and alternator are optional. Electrically driven water pumps and/or fans permitted.

UPHOLSTERY: Interior gutting prohibited. Full upholstery must be retained, equivalent to factory specifications. Floor mats, carpets, glove box and sun visors optional. Bucket seats may replace stock seats, two required, fully upholstered, full size production-line seats. Aftermarket front seats permitted. Rear seats optional. Factory type upholstery and/or paneling required in place of rear seats.

WINDSHIELD, WINDOWS: Full safety glass required for all windows and windshields, clear except for factory tinted. Windows must be closed during competition, need not be operative. Window operating mechanism may be removed.

BALLAST: Maximum: 100 lbs., with weight box. See General Regulations.

BATTERY: Trunk installation permitted. Maximum weight including battery box: 100 lbs. See General Regulations.

BRAKES: Must be equipped with stock production four-wheel hydraulic brake system. Aftermarket systems acceptable.

DRIVER: Must be in stock location.

FRAME: Must be stock for body used. Rear subframe may be replaced with rectangular steel tubing of same dimensions, but not more than 2" x 3" x .083" wall thickness and fitting the same area as frame being replaced. Front-to-rear frame strengthening members may be added to any uni-body constructed car, may be up to 2" x 3" rectangular or 2 1/2" round material with .120" wall thickness located in a straight line between front and rear subframe. If material passes through floor, floor must be welded to frame, leaving no holes in floor. Cross members may not be altered or relocated except as required for engine or transmission swaps, shock absorber and traction bar installations. See General Regulations.

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.

MOTOR PLATES: Permitted. Front and rear.

SUSPENSION: Must remain as produced except for following: Lateral movement inboard allowed when rear frame and/or suspension is moved in for tire clearance. Mounting points may be moved in on axle housing and frame as required. The addition of a sway bar is recommended for added side-load stability. In addition to stock suspension, a pivot below rear axle housing is acceptable. Axle housing may rotate in spring mount, side movement of housing must be limited to 1/4". Spring mount may slide in leaf-spring equipped cars, not more than 1/2" forward or rearward. Leaf springs may be replaced, spring length may vary from original spring. Leafs may be added or removed. Coil springs may be replaced with similar configuration units, bushings must be used in trailing arms that allow suspension movement but keep suspension parts from being noticeably loose. Coil-over shock absorbers permitted. Trailing arms may be fabricated, 1" minimum diameter round tubing acceptable, must maintain same number of parts. All suspension components, including traction may be relocated. Minimum down-travel on shocks: 1".

STEERING: Rack and pinion steering permitted. Minimum steering wheel diameter: 13".

TIRES: Slicks which fit in original outer wheelwell permitted. Inner wheelwells in rear may be altered, must be completely finished as originally produced. Outside of tire must be within 2 inches of inside of fender at widest point of fender. (See Fenders and Wheels for restrictions.)

TRACTION BARS: Units must not be longer in overall length than one-half wheel base of car. Traction bars and/or mounting brackets to rear axle housing must not be lower than lowest edge of rear wheel. On 1982 and later model cars traction devices may extend through the floor, however, they must be sealed with 14 to 20 gauge steel and may not extend forward of the rear mounting holes of the driver's seat. Upper rear trailing arms and center torque arm may be removed.

WHEELS: Automotive-type wheels suitable for street use required. Aftermarket street wheels permitted. Minimum diameter: 13 inches. Lightweight automotive-type wire wheels or motorcycle wheel prohibited.

WHEELIE BARS: May be 54" long or to rear bumper, whichever is longer.

WHEELBASE: Must retain stock wheel base and width for body used. Minimum: 90 inches. Minimum front-wheel-drive conversion wheel base: 96 inches. Maximum wheelbase variation from left to right: 1 inch.

WEIGHT: Cars with fully automatic transmission with converter may remove up to 5% or 250 lbs, whichever is less from regular class weight.

CYLINDER HEADS: V-8 splayed valve permitted in AM and BM, canted or inline in CM through FM. Any valve configuration in GM with V-6 engine. Stock production, generally available cylinder heads permitted, year and model optional, must be IHRA accepted. Any internal modifications permitted. Stock intake and exhaust bolt patterns must be retained on 4 and 6 cylinder engines.

ENGINE: Must be standard American automobile production model, same make as car. Two 4-bbl. or three 2-bbl. carburetors maximum. Fuel injection prohibited. One engine only. Any modifications may be made to engine and/or components, including clutch and flywheel. Raising engine prohibited. Rear-engine location prohibited unless originally produced as rear-engine car and original engine has been retained. Dry-sump oil system prohibited. External single-stage oil pump permitted. Engine may be set back, provided all rules as outlined under FIREWALL are followed. The use of a cast iron harmonic balancer is prohibited. Units meeting SFI Spec. 18.1 mandatory.

GASOLINE: Must utilize IHRA accepted racing fuel.

TRANSMISSION: Maximum of 5 forward speeds. Pneumatic or automated manual shifters prohibited.

TRANSMISSION BRAKE: See General Regulations.

TRANSMISSION SHIELD, AUTOMATIC: SFI 4 1 mandatory.

REAR-END: Axle retention devices and aftermarket axles mandatory. Any automotive type permitted. "Floater", ratchet-type (limited slip), or locked accepted rear ends accepted.

FLEX-PLATE: SFI 29.1 mandatory.

DRIVER RESTRAINT SYSTEM: Must meet SFI Spec. 16.1 or 16.5 within 2 year expiration from date of manufacture.

HELMET: SN, SA, M or K-2015 or newer mandatory.

MASTER CUTOFF: Master electrical cutoff switch required. Marked "push-off".

PARACHUTE: Mandatory in SS/AM and SS/BM.

ROLL CAGE: Mandatory in all classes. Padding meeting SFI Spec. 45.1 mandatory.

WINDOW NET: SFI 27.1 mandatory.

CREDENTIALS: Valid IHRA competition license required.

DELAY BOX/SWITCH: Electronic, mechanical or any other delay device prohibited.

Modified Truck

DESIGNATIONS: SS/TA, SS/TB, SS/TC, SS/TD

Reserved for 1990 and later IHRA accepted 1/2 ton or smaller trucks.

CLASSES	LBS. PER CUBIC INCH
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TA	8.50 to 9.49 lbs. per inch, wedge, canted valve or hemi engine 3,300 lbs. minimum.
TB	9.5 to 10.49 lbs. per inch, original production small block wedge or canted valve engine under 366 cubic inches, 3,000 lbs. minimum.
TC	10.5 or more lbs. per inch, original production, in-line valve, true wedge only, under 366 cubic inches. Aluminum heads prohibited, 3,000 lbs. minimum.
TD	12.00 or more lbs. per inch, V-6 engine, 2,900 lbs. <u>minimum</u> .

Requirements and specifications for Modified truck are the same as for Modified except for the following exceptions.

CARBURETORS: All carburetors and modifications must be accepted prior to competition. Class TA is limited to one 850 cfm 4bbl American Automobile carburetor. Class TB, TC, TD is limited one 750 cfm rated 4bbl carburetor.

Modified Stock

DESIGNATIONS: SS/AS, SS/BS, SS/CS and SS/DS preceded by car number. Numbers must be at least 4" high on all 4 windows.

Reserved for 1967 or later North American manufactured 2 door sedans, hard top passenger cars or 1990 or newer 1/2 ton or smaller trucks. Corporate engines accepted if car was originally equipped with engine from manufacturer. Wheel base: 96" or more. Fiberglass bodies are not permitted. Body, engine, drivetrain, chassis, etc., may not be altered or relocated except as outlined in Requirements and Specifications. Front wheel drive conversions permitted. Wheelbase on front-wheel-drive conversions: 96" or more. Push starts prohibited.

Four classes of competition, non-supercharged. Class determined by total weight divided by total cubic inches engine displacement. Minimum weight: A-3,350 lbs.; B & C-3,000 lbs.; D-2,900 lbs.

CLASSES	LBS. PER CUBIC INCH
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SS/AS	8.50 to 9.49 per cubic inch, for splayed, wedge, canted valve or Hemi engines.
SS/BS	9.50 to 10.49 lbs. per cubic inch, for small block wedge or canted-valve engines under 366 cubic inches original production.
SS/CS	10.50 or more lbs. per cubic inch, for small block true wedge engines under 366 cubic inch original production.
SS/DS	12.00 or more lbs. per cubic inch V-6 engine.

Requirements and Specifications for compact classes are the same as those for Super Stock classes, with the following exceptions.

BODY: Customizing restricted to paint only. Body must not be altered in height, width, length or contour. Use of fiberglass restricted to hood. Other light weight components prohibited. Cars must have fully operative mechanical door handles to permit entry/exit from either side. Raising body and/or frame to gain weight transfer prohibited. Car must remain level except those that have a forward rake, and acceptable modification. Rear rocker panel must not be higher than centerline of rear axle. Removal of body parts, fender panels or bracing prohibited. All body panels must be stock. Acid dipping or other excessive lightening prohibited.

BUMPERS: Complete stock bumpers & braces, front & rear, required.

FENDERS: Front and rear fenders may be opened for larger tires. Tire tread and wheel rim must be inside stock body or fender lines. Flaring or bulging fenders for wider tires prohibited. All opened or radiused fenders must be re-rolled.

FENDER SPLASH PANS: Front required. Can be trimmed to allow a maximum 2 inches of clearance around headers. Shock absorber or spring towers may not be altered.

FIREWALL: OEM mandatory. Alterations prohibited.

FLOOR: Stock required: Area from front spring mount of rear spring to rear of trunk may be sectioned in width to allow narrowing of rear frame. Cutting into stock floor for suspension members prohibited. Any protrusion in trunk may not be higher than top of stock frame rail. Cover must be made of materials of 14 or 20 gauge thickness. Stock with exception of shifter installations. Removable floor for transmission installation restricted to 6 square feet of steel material identical to area removed. Cutting floor from another car to replace area cut out is recommended.

GRILLE: Must be stock production for body used.

HOOD: Required. Fiberglass permitted. Carburetor must be completely covered by hood, bubble, or scoop which must be part of car hood. Hood latches, hinges, springs and brackets may be removed. Maximum overall height of hood scoop is 11 inches maximum.

INSTRUMENTS: Stock dashboard, including instruments, required. Optional instruments (tachometer, pressure gauges, etc.) are permitted.

RADIATOR: Full-size stock radiator required for body used. Larger than stock unit permitted; cutting, denting or elimination of any body, fender radiator or grille panels prohibited. Stock-type water pump required.

SPOILERS: Must be automotive production for body used. Complete package, front and rear, not required. Aftermarket rear spoiler permitted. Maximum length 6" as measured from decklid to spoiler transition point, to rear edge of spoiler. May be no wider than decklid. Maximum height of spill plate, 4" If aftermarket spoiler is used, any OEM spoilers must be removed.

STREET EQUIPMENT: Horn, windshield wiper assembly, charging system, sway bar, emergency brake, heater and wiring harness may be removed. Operative lighting system recommended. Electrically driven water pump and fan permitted (See ELECTRICAL).

WINDSHIELD, WINDOWS: All windows and windshields must be clear or factory tinted safety glass, and in good condition. Windows must be closed during competition, need not be operative.

WHEELWELLS, REAR: Internal modifications only. Flaring or spreading of external fender lines prohibited. Radiusing accepted. Minimum wheel diameter, 14 inches, unless originally factory equipped with smaller wheels. If internal wheelwells are modified, outside of tire must be within 2 inches of fender. Any material used to add to width of inner wheelwells must be of same material and thickness as original.

UPHOLSTERY: Full interior trim must be retained according to factory specifications. Aftermarket front seats permitted. Rear seat optional if area is upholstered.

BALLAST: Maximum: 100 lbs. permitted in acceptable weight box. See General Regulations.

BATTERY: Trunk installation permitted. Maximum weight, wet and fully charged, including battery box: 100 lbs. See General Regulations.

BRAKES: Must be equipped with stock production, four-wheel hydraulic brake system, or aftermarket disc brakes.

DRIVER: Must be in stock location.

FRAME: Must be stock automobile frame for body used. Rear frame may be moderately relocated for tire clearance. Rear subframe may be constructed of 2" x 3" rectangular material with .083" wall thickness. Cross members may only be modified or fabricated for transmission swaps, shock absorbers and traction bar installation. Front-to-rear frame-strengthening members may be added to any unibody constructed car. May be up to 2" x 3" rectangular or 2-1/2" round material with 1/8" minimum wall thickness and located in a straight line between front and rear subframes. If material passes through floor, floor must be welded to member, leaving no holes in floor.

FUEL SYSTEMS: Original stock-type fuel tank mounted in stock location required. Fuel cells acceptable, 15 gallon maximum, may be mounted in trunk. Electric fuel pump allowed. If filler neck is relocated into trunk, tank must have pressure cap and be vented to outside of body. Trunks must be completely isolated from driver compartment with firewall. Tank may be notched or sectioned for suspension clearance. Fuel blocks acceptable.

GROUND CLEARANCE: Minimum: 3 inches from front of car to 12 inches behind centerline of front axles, 2 inches for remainder of car, except oil pan and exhaust headers.

STEERING: Rack and pinion steering permitted. Minimum steering wheel diameter: 13".

SUSPENSION: Must retain complete stock front suspension system as produced by manufacturer for body used. Rear suspension must remain as produced except for following: Lateral movement inboard allowed when rear frame and/or suspension is moved in for tire clearance. Mounting points may be moved in on axle housing and frame as required. Sway bars recommended on all cars that have modified suspension for added side load stability. In addition to stock suspension, a pivot below rear axle housing will be allowed. Axle housing may rotate in spring mount, side movement of housing must be limited to 1/4". Spring mount may slide on leaf spring equipped cars, not more than 1/2" forward or rearward. Leaf springs may be replaced, any length spring may be used. Leaves may be added or removed. Bushings must be in trailing arms that allow suspension movement but keep parts from being noticeably loose. Shocks may be relocated. Coil-over shock absorbers permitted. Minimum down travel on shock: 1". Rear trailing arms may be fabricated to fit modified suspension. Must maintain same number of mounting points as originally produced. Round tubing acceptable, 1" minimum diameter.

TIRES: Any size rear tires fitting in original outer fender well permitted. Inner wheel wells may be altered but must be completely finished as originally produced. See Fenders for restrictions.

TRACTION BARS: Traction bars or similar devices used to transmit rear axle torque to frame are recommended. Units must not be longer in overall length than one-half wheelbase of car. Traction bars and/or mounting brackets to rear axle housing must not be lower than lowest edge of rear wheel rim. On 1982 and later model cars traction devices may extend through the floor; however, they must be sealed with 14 to 20 gauge material and may not extend forwards of the rear mounting holes of the driver's seat. Upper rear trailing arms and center torque arm may be removed.

WHEELBASE: Must retain stock wheelbase $\pm 3/4"$ and tread width for car body used. Minimum wheelbase: 97 inches. Minimum front-wheel-drive conversion wheelbase: 96 inches. Maximum variation from left to right: 1 inch.

WHEELIE BARS: May be 54" long or to rear bumper, whichever is longer.

WEIGHT: Cars with fully automatic transmissions with converter may remove up to 5% or 250 pounds, whichever is less, from regular class weight. Minimum weight includes the driver.

CARBURETORS: Class A - One 850 CFM 4-bbl. American automobile carburetor, classes B & C restricted to one 750 CFM-rated capacity accepted by IHRA.

OIL SYSTEM: Dry sump oil systems prohibited. External single-stage oil pump permitted.

CYLINDER HEADS: Original manufacture, generally available heads allowed. Heads must be IHRA accepted. Porting, polishing accepted; exhaust port plates prohibited. Oversize valves allowed. Any valve stem size allowed. Combustion chamber modifications permitted. No external modifications allowed in port areas. The use of a cast iron harmonic balancer is prohibited. Units meeting SFI 18.1 mandatory.

ENGINE: Engine must be same make as body. Corporate engines accepted if car was originally equipped with engine from manufacturer. Displacement unlimited in A, limited to 366 c.i. original production in B & C. Engine setback or raising engine prohibited. Mid-engine mount acceptable between engine and bellhousing. Front motor plates permitted. Any internal engine modifications allowed.

EXHAUST SYSTEM: Open exhaust with headers permitted. Tail pipes and/or mufflers optional. Final outlets for open exhausts cannot exceed 4" in diameter.

MANIFOLD: Any stock or replacement intake manifold permitted.

GASOLINE: Must run gasoline. See General Regulations.

FLEX-PLATE: SFI 29.1 mandatory.

FLYWHEEL, CLUTCH: Stock-type cast iron flywheels and/or pressure plates prohibited. Units meeting SFI Spec. 1.1 required.

FLYWHEEL SHIELD: Flywheel shield meeting SFI Spec 6.1 required on all cars with clutch.

TRANSMISSION: Aftermarket conventional operated 4-speeds allowed. Clutch-assisted automatic transmissions use stick-shift weight break. Functional neutral safety switch mandatory. Lockup converters prohibited. Reverse gear required. Overdrive units prohibited.

TRANSMISSION SHIELD, AUTOMATIC: Transmission shield meeting SFI Spec 4.1 required. See General Regulations.

REAR END: Axle retention devices and aftermarket axles mandatory. Any automotive type permitted. "Floater", ratchet-type (limited slip), or locked accepted.

DRIVER RESTRAINT SYSTEM: Must meet SFI 16.1 or 16.5 within 2 year expiration from date of manufacture.

HELMET: SN, SA, M or K-2015 or newer mandatory.

MASTER CUTOFF: Master electrical cutoff switch required. Marked "push-off"

ROLL BAR PADDING: Mandatory. SFI Spec. 45.1.

WINDOW NET: An SFI 27.1 net is mandatory.

DELAY BOX/SWITCH: Electronic, mechanical or any other delay device prohibited.

TAIL LIGHTS: A minimum of one functional tail light mandatory.

Modified Compact

DESIGNATIONS: SS/AC, SS/BC, SS/CC, SS/DC, SS/EC, SS/FC, followed by car number. Numbers must be at least 4" high on all 4 windows.

Reserved for cars with originally equipped engines, self-starting and suitable for street use. Body, engine, drivetrain, chassis, etc., may not be altered, modified or relocated except as noted in Class Requirements. Push starts and tow cars prohibited. Class determined by total car weight divided by total cubic inches engine displacement.

CLASSES	LBS. PER CUBIC INCH
Class AC	15.00 to 16.49 lbs. per cubic inch, includes rotary engines.
Class BC	16.50 or more pounds per cubic inch
Class CC	18.50 or more lbs. per cubic inch, American production, front engine.
Class DC	15.00 to 17.99 lbs. per cubic inch, 4-or 6-cyl. front wheel drive only.
Class EC	18.00 or more lbs. per cubic inch, 4-cyl. front wheel drive only.
Class FC	For 4-cyl. American built cars with a maximum displacement of 165 cu. in. Minimum weight with driver is 2,400 lbs. for automatic and 2,500 for manual transmissions.

Requirements and Specifications for compact classes are the same as those for Super Stock classes, with the following exceptions.

BODY: Must be factory-produced passenger car. Customizing, chopping, channeling or sectioning prohibited. Body must not be altered in height, width, length or contour. "Sports cars" (Karmann Ghia, Porsche, Opel GT, etc.) prohibited. Original steel body shell must be retained. Fiberglass or other lightweight components restricted to hood, fenders, splash pans, valance panels and rear deck lid are permitted. Such pieces must resemble stock components replaced. Lift-off hoods and deck lids permitted. Excessive weight reduction of body or body parts prohibited. No underhood modifications. Air dams and spoilers which are available through car manufacturer are allowed front and rear in classes E and F.

BUMPERS: Optional.

FENDERS: Four full stock-production required, duplicate fiberglass permitted. Rear fenders may be altered for wide tires and must have rolled or beaded edges.

FIREWALL: OEM mandatory.

GRILLE: Must be full stock production for body used.

HOODSCOOP: May not extend more than 5 inches above stock hood surface, one inlet only, and must be finished and painted to match body paint scheme.

STREET EQUIPMENT: Any street equipment which does not affect the external appearance may be removed except tail lights. Electric fans/water pumps permitted. Stock wiring harness not required.

UPHOLSTERY: Full interior trim must be retained, equivalent to stock. Bucket seats in lieu of stock permitted (2 required) if they are full size, fully upholstered and in stock position. Aftermarket seats prohibited. Headliners and rear seats optional, factory type upholstery and/or paneling required in place of rear seats. Dash board exterior appearance must be retained.

WINDSHIELD, WINDOWS: Windshield and windows must be clear or factory tinted safety glass. Windows need not be operative.

BATTERY: Trunk installation permitted. Maximum: 2. Total weight, wet, fully charged, including battery box: 100 lbs.

BRAKES: Four-wheel brakes mandatory.

FRAME: Must be stock automobile frame for body used. Front-to-rear frame-strengthening members may be added to unibody constructed car. 2" x 3" .120" minimum wall thickness, and located in straight line between front and rear subframe. If material passes through floor, floor must be welded to member. Cross members may not be altered or relocated except as required for engine or transmission swaps, shock absorber and traction bar installations. Rear may be constructed of 2" x 3" rectangular material with .120" wall thickness and must be installed at original height location.

FUEL SYSTEM: Fuel cells accepted, may be mounted in trunk. Minimum 5 gallons, maximum 16 gallon capacity. See General Regulations.

GROUND CLEARANCE: Minimum: In class A-F, 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. Class F cars rocker panel bottom to ground measurement cannot be less than 5 inches.

MOTOR PLATES: Permitted Front and rear.

STEERING: Minimum steering wheel diameter: 13 inches.

SUSPENSION: Stock front required for year/model body used. Any automotive type rear accepted. One hydraulic shock absorber required per wheel. Minimum down travel at shock: 1 inch.

TRACTION BARS: Units must not be longer in overall length than one-half wheel base of car. Traction bars and/or mounting brackets must not be lower than lowest edge of rear wheel rim. Traction bars or any suspension component may not extend through floor of car. Interior floor must remain as originally produced: contour and material. Trunk floor from a point behind original rear seat to rear of car may be refabricated with same thickness material as removed. If ladder bars are used to locate rear axle housing, an extra rod and support is required to keep rear end positioned in event of rod end failure.

WHEELBASE: Must be stock for car body used. 105 inches maximum for all classes. Maximum variation from left to right; 1 inch.

WHEELIE BARS: May be 54" long or to rear bumper, whichever is longer.

WHEEL AND TIRES: Must be equipped with automotive-type wheels and tires suitable for street use. Aftermarket street wheels and racing slicks permitted. Light weight automotive wire wheels or motorcycle wheels prohibited. Minimum wheel size, 13 inches, unless originally equipped with smaller wheels. No more than 2 inches of tire tread may extend outside of rear fender. Clearance from outside of rear tire to inside of fender at widest point may not exceed 2 1/2 inches if tire is inside fender/body line. Tire tread may extend 1" outside of stock fender line in classes D through F, front-wheel-drive only.

CARBURETION: A through F: Any carburetion or fuel injection may be used; 6-cylinder in D class limited to 4-bbl American production carb, 600 cfm maximum accepted by IHRA.

ENGINE: Must be same engine as originally equipped; 155 or less in A, B, C, 230 c.i. or less (original production) in D and E with stock production head for original engine; D and E limited to steel valves. May have two camshafts in original location, maximum four valves per cylinder. Any other internal modifications allowed; D and E limited to stock stroke and flat tappet or stock cam followers only. Dry sump oil system permitted. Dual-port VW heads permitted on any year VW engine. Rotaries are classified at 2.2 times advertised cubic inches. Displacement determined by rotor housing width. No peripheral port engines. Class F Corporate engines permitted. Balancing, porting, polishing and sleeving of engines allowed. Engine block and cylinder heads must be OEM or over-the-counter items offered by the original manufacturer with unaltered casting numbers and accepted by IHRA. The use of a cast iron harmonic balancer is prohibited. Units meeting SFI Spec 18.1 mandatory.

EXHAUST SYSTEM: Open exhaust with headers permitted.

GASOLINE: Must run gasoline. See General Regulations.

DRIVELINE: May be modified to fit altered units D and E must retain original transaxle and transmission case. See General Regulations.

FLYWHEEL, CLUTCH: Stock-type, cast iron flywheels and/or pressure plates prohibited. Units meeting SFI Spec. 1.1 required.

TRANSMISSION: Any stock-type transmission acceptable. Manual transmission must be accepted by IHRA. Must remain in conventional location, determined by engine used. Manual-clutch automatic transmissions permitted. Overdrive, underdrive units prohibited. Functional concealed neutral safety switch mandatory. Classes D, E and F limited to 5-speed manual transmission or any Automatic. Class F underdrive units accepted.

TRANSMISSION SHIELD: SFI Spec. 4.1 mandatory in SS/AC.

REAR END: Any stock "floater" type rear end prohibited. Two-speed rear ends prohibited. Classes D, E and F may not have locked differentials.

DRIVER RESTRAINT SYSTEM: Must meet SFI 16.1 or 16.5 within 2 year expiration from date of manufacture.

HELMET: SN, SA, M or K-2015 or newer mandatory.

ROLL BAR: Required. Window net required if roll cage is mandatory.

MASTER CUTOFF: Required when batteries are located in trunk. Must be marked 'push-off'.

PROTECTIVE CLOTHING: SFI 3.2A-1 jacket minimum.

DELAY BOX/SWITCH: Electronic, mechanical or any other delay device prohibited.

MX

DESIGNATIONS: SS/AX, SS/BX, SS/CX, and SS/DX, followed by car number. Numbers must be 4" high on all 4 windows.

Four classes for non-supercharged 4 and 6 cylinder powered cars. Class determined by total car weight divided by total cubic inches engine displacement. Tow vehicles prohibited.

CLASSES

Class SS/AX	8.50 to 10.99 lbs. per cubic inch.
Class SS/BX	11.00 to 12.49 lbs. per cubic inch.
Class SS/CX	12.50 or more lbs. per cubic inch.
Class SS/DX	15.00 or more Turbo or OEM Supercharged.
Class SS/EX:	11.50 or more pounds per cubic inch, naturally aspirated, methanol only, front-wheel-drive only, full-bodied.
Class SS/VX:	12.00 or more pounds per cubic inch, naturally aspirated, aircooled, Volkswagen, rear-engine, full-bodied.

Requirements and Specifications for MX classes are the same as those for Super Stock Modified classes, with the following exceptions.

BODY, Coupes, Sedans: Must have coupe or sedan body originally produced by an automobile manufacturer. Moderate customizing permitted, top may not be chopped more than 4". All tops must retain original windshield and rear window angle. Body may not otherwise be altered in height, width, length or contour. Removal of front panels prohibited. OEM type fiberglass hood, trunk lid, grille shell and doors permitted. Lightening of bodies prohibited. Full-fendered, steel-bodied roadsters and convertible coupes/sedans allowed with full top and windshield. Sedan delivery, pickup trucks, Rancho, El Camino, etc., allowed. Pick up beds must be standard height and width, minimum 36" in length and fully serviceable. All entries must have fully operative mechanical door handles to permit exit/entry from either side. Bodies and/or frames may not be raised to gain weight transfer to rear wheels. Car must remain level except for forward rake, an acceptable modification. Rear rocker panel or running board must not be higher than centerline of rear axle.

BODY, Sports Cars: Original automotive production body with full top and windshield required. Rear rocker panel or running board must not be higher than centerline of rear axle.

BODY, VX Class: Full-bodied, rear-engine, Volkswagen. Carbon fiber or fiberglass replacement body pieces permitted. Deck lid mandatory.

FENDERS: Four full stock-production fenders required for body used. Exact duplicates in fiberglass permitted. Bubbles or scoops for wider or taller tires prohibited. Rear fenders may be cut for clearance of wide slicks. Altered fenders must have edges re-rolled or beaded.

FENDER SPLASH PANS: Required. May be trimmed to allow 2" maximum clearance around headers.

FIREWALL: Mandatory. See General Regulations

FLOOR: Mandatory. EX class: Horizontal portion(s) of floor pan may be removed from behind B-post or roll-cage main-hoop attachment points (whichever is farther rearward) to rear of car. Entire shock/strut tower structure must be retained. Portion of floor removed must be replaced with aluminum or steel, completely sealed. Excessive lightening of unibody structure, i.e., drilling of holes, etc., prohibited. See General Regulations

HOOD: Mandatory. Side panels may be omitted. Carburetors and fuel injectors must be completely covered by scoop, one opening only, which must be part of hood. Injector tubes may extend through hood. Maximum clearance around tubes: 2". Holes for valve covers, magnetos, etc., prohibited. Flash shields extending through hood prohibited.

RADIATOR/GRILLE: Mandatory. Must be stock passenger car type, as large in overall frontal area as original radiator, mounted in conventional forward location. Street Roadsters must use the correct year grille shell for body used. Original grille contour required. Grille may be covered. Radiator may be duplicated with a tank of original radiator size and mounted in original location. Radiator side panels required. Larger than original radiators may be used. No cutting of body panels for installation.

SPOILER: Front spoiler must have been factory available for body used. Aftermarket spoilers allowed on rear, maximum height: 6 inches measured from deck lid to spoiler transition point.

STREET EQUIPMENT: Optional: License plates, generator, windshield wipers, motors, fans and fan belts, horn. Two 4" diameter sealed-beam type head lights required, mounted in original stock location. Any car originally produced with hideaway units must maintain daylight appearance. Two 2" diameter tail lights incorporating automotive type lens required, minimum. Electrically driven water pumps and fans allowed.

TONNEAU COVER: Covers may be used over driver's compartment and/or pick up beds if they do not restrict entry or exit of driver.

UPHOLSTERY: EX and VX classes: Upholstery, headliners, carpets, dashboard, etc. optional. Must be equipped with one seat minimum for driver, properly installed. Holes, slots, or other openings in floor and/or firewall prohibited.

WINDSHIELD, WINDOWS: Windows may be replaced with clear Plexiglas or Lexan, .125 inches minimum thickness. Windows must be closed during competition.

BALLAST: Maximum: 100 lbs. Additional weight must be a permanent part of car's structure. Minimum weight 1,700 lbs. for 6-cylinder cars, 1,200 for 4-cylinder cars. All weight minimums include driver.

BATTERY: All cars must be self-starting. Wet cell batteries must not be relocated into driver or passenger compartment. Two passenger car batteries, combined weight, 150 lbs., maximum. See General Regulations.

BRAKES: Must be hydraulically operated. Minimum: 2 rear-wheel brakes operated by foot pedal mounted in conventional manner.

DRIVER: Must be in stock location. Seat(s) may be moved to rear for added leg room, not to exceed 10" from stock location.

FRAME: Stock, altered automotive-type or tubular frame construction accepted. Minimum thickness .083" cm, or .118" ms. Cross members may be altered and/or relocated. See General Regulations.

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.

MOTOR PLATES: Acceptable. Front and rear.

STEERING: Steering box location optional. Steering must be located in conventional location on driver's side of car. Minimum steering wheel diameter: 13".

SUSPENSION: Must be equipped with at least one hydraulic shock absorber per wheel. Minimum shock down travel: 1". Rigid-mounted axles prohibited.

SUSPENSION, FRONT: EX class: Upper mounting point for strut assemblies must be in the factory location. Front and rear sides of strut tower may be "notched" for tire clearance, and area must be refinished with minimum .024-inch steel. Roll-cage tubing may run across top of strut tower and attach to frame horn. Adjustable caster/camber pillow ball mounts are permitted. Lower control arm may be strengthened provided factory mounting points to chassis are maintained. Aftermarket or fabricated lower control arms permitted; must use original mounting points. Lower mounting point for strut assembly may be modified for improved caster or camber. Strut tower braces, lower tie bars, sway bars, and limit straps permitted. Traction bars/devices permitted; must be bolt-on ONLY. All front suspensions must utilize one, and only one, working shock absorber/strut per wheel. Shock/strut must attach to original OEM upper mount and maintain minimum 1-inch travel. VX class: OEM-type

suspension and dimensions for model year claimed mandatory. Coilovers, longer spring plates, etc. prohibited. Raising and narrowing permitted.

SUSPENSION, REAR: EX class: Factory-independent rear suspension may be replaced with straight-axle suspension but must retain original mounting points. Strut must mount to original upper mounting point. VX class: OEM-type suspension and dimensions for model year claimed mandatory. Coilovers, longer spring plates, etc. prohibited. Raising and narrowing permitted.

TIRES : VX class: Street-type or drag slicks, maximum 10-inch tread width.

TRACTION BARS: Traction bars and/or mounting brackets must not be lower than lowest edge of rear wheel rim. See General Regulations.

WHEELBASE: Must retain OEM wheelbase, $\pm 3/4$ " for body used. Axles-body location must remain as originally produced. Maximum wheelbase variation from left to right: 1 inch.

WHEELBASE (Sports Cars): Must retain stock wheel base and tread width for body used. Minimum: 90" wheelbase, except all non-supercharged with original engine, any wheelbase. Axles, body location must remain stock. Maximum wheelbase variation from left to right: 1 inch.

WHEELIE BARS: EX class: Permitted. Maximum length 65 inches from rear bumper

WHEELS AND TIRES: Must be equipped with automotive type wheels and front tires suitable for street use. Aftermarket wheels and racing tires permitted. Lightweight automotive wire wheels or motorcycle wheels prohibited. Minimum wheel size, 13", unless car was originally equipped with smaller wheels and is using original engine. Clearance from outside of tire to inside of fender at widest point may not exceed 2-1/2" if tire is inside of fender/body line.

CAMSHAFT/LIFTERS: VX class: Flat tappet cam with flat tappet lifters mandatory. Maximum lift at the valve 0.630-inch.

CARBURETOR: VX class: Maximum two only, single- or two-barrel downdraft Kadron, Weber, Dellorto, or Empi carburetors. Maximum 52mm (2.047 inches) throttle bore and 44mm (1.732 inches) venturis.

CYLINDER HEADS: VX class: Stock intake flange Volkswagen-type cylinder heads mandatory. Stud pattern must be in OEM location with OEM dimensions. Studs must be used to mount the manifold to the cylinder head. Welding to increase, or originally filled, manifold flange area permitted. Maximum intake valve head diameter 44.1mm (1.736 inches), maximum exhaust valve head diameter 37.5mm (1.476 inches). Minimum valve stem diameter 5/16-inch. Titanium valves, retainers, and keepers permitted. Steel pushrods mandatory.

ENGINE: Automobile engine required, one only. Year, make and model optional. Any modifications may be made to engine and/or components. Engine may be relocated, not to exceed 10% of wheelbase as measured from centerline of front spindles to nearest engine spark plug hole. Four or six-cylinder opposed rear engine installations permitted. Engine must be of same type as car model and must be in stock location except front-to-rear drive conversions, an acceptable modification. All conversions must use the OEM engine as car model and must meet the maximum 10% allowable engine set back rule. Dry sump oil system permitted. Any type of intake system allowed. SFI Spec. 18.1 harmonic damper mandatory.

EX Class: Engine must be from same manufacturer as body. 4- cylinder engine only; all others prohibited. All engine-block and cylinder-head castings must be, or have been, available in a production car or truck from a recognized OEM assembly line with a minimum production run of 5,000 units. Fuel injection permitted. Fuel: methanol only.

EXHAUST SYSTEM: Open exhaust, split manifolds and/or individual headers permitted, must be permanently and securely attached with a metal connecting strap to prevent loss. Exhaust system must be designed to route exhaust in a downward and out, conventional direction, away from car.

FUEL SYSTEMS: One tank only. Fuel cells recommended, may be mounted in trunk. Top of tank may not be higher than top of tire. Must be vented to outside of body. See General Regulations.

GASOLINE: All entries must run gasoline. See General Regulations.

ROCKER ARMS: VX class: OEM-style rocker arm mounting and dimensions mandatory. End supports permitted.

TURBOCHARGERS: Permitted in DX only. Must be no larger than the T04-b or the 300 Series Rotomaster/Garrett, twin 62mm or single 80mm maximum size. Air-to-air or water-to-air intercooler permitted on turbocharged SS/DX vehicles.

VX Class: Naturally aspirated, air-cooled, OEM Volkswagen. Maximum engine size 2,444cc (149 cid). Maximum bore diameter 94.1mm (3.705 inches). Cast-iron or steel cylinders and steel connecting rods mandatory. Vacuum pump prohibited. Oil-retention device mandatory; device must extend from midplate rearward past crankshaft pulley and must incorporate a minimum 2-inch-high lip on all sides. Nonflammable, oil-absorbent liner is mandatory inside of device.

CHASSIS, ALL CARS: EX class: Must retain FWD configuration; rear-drive conversions prohibited. Roll cage mandatory for all cars. Roll cage must be recertified every three years and have serialized sticker affixed to roll cage before participation. Excessive lightening of unibody structure (i.e., drilling of holes, etc.) prohibited. Center driver position prohibited. Driver must be located completely to the left or right of vehicle centerline. Engine must be located in OEM orientation for body used. Conversion from transverse to longitudinal engine orientation prohibited. Wheel tubs, back halves, tube chassis, etc. permitted.

FLYWHEEL/CLUTCH: Stock-type cast iron flywheels and/or pressure plates prohibited. Units meeting SFI Spec. 1.1 mandatory.

TRANSMISSION: Must have full transmission, manual or automatic, with full shift pattern and gears for transmission used. Any year, make, model or gear ratio accepted. Maximum: 5 forward, 1 reverse speeds permitted on manual transmissions. Neutral safety switch mandatory. These cars may relocate transmission to accept front-to-rear conversions. Overdrive units prohibited. Clutch-assisted automatics allowed. Cars with fully automatic transmission with converter may remove 100 lbs. from regular class weight. May be up to 100 lbs. under posted minimum weight. Clutch automatic run at stick shift weight.

TRANSMISSION BRAKE: See General Regulations.

TRANSMISSION SHIELD, AUTOMATIC: SFI Spec. 4.1 mandatory.

REAR END: Quick-change or ratchet-type (limited-slip) permitted if installation includes axle retention device. Locked differentials permitted. All entries must be rear-wheel drive. Welded spider gears prohibited. Two-speed rear ends prohibited.

WHEELBASE: EX class: Must retain original wheelbase for body used, plus or minus 1 inch. Maximum wheelbase variation from left to right is 1 inch.

WEIGHT: Minimum weight: 1,700 pounds for 6-cylinder cars; 1,200 pounds for 4-cylinder cars; VX class, 1,600 pounds. All weight minimums are with driver. Cars with fully automatic transmission with converter may remove 100 pounds from regular class weight; may be under posted minimum weight. Cars weighed with driver; class minimum includes driver.

DRIVER RESTRAINT SYSTEM: Must meet SFI 16-1 or 16-5 within 2 year expiration from date of manufacture.

FIRE EXTINGUISHER SYSTEM: EX class: Minimum 5-pound, fire extinguishing system mandatory. System must be divided with one nozzle on driver's side and one nozzle on engine.

HELMET: SN, SA, M or K-2015 or newer mandatory.

MASTER CUTOFF: Master electrical cutoff switch required. Marked "push-off".

PROTECTIVE CLOTHING: Jacket and pants meeting SFI Spec 3.2A/5 mandatory in AX, BX, DX, EX, or any vehicle running 9.99 or quicker. Jacket and pants meeting SFI Spec 3.2A/1 mandatory VX. Gloves and boots/shoes meeting SFI Spec 3.3/1 mandatory in EX. SFI Spec 3.3/1 gloves mandatory in any vehicle running 9.99 or quicker.

ROLL BAR, ROLL CAGE: Roll cage mandatory in AX, BX, and DX. Roll bar required in CX. Must be padded with SFI Spec. 45.1. See General Regulations.

WINDOW NET: SFI 27.1 is mandatory on all entries that mandate a roll cage.

DELAY BOX/SWITCH: Electronic, mechanical or any other delay device prohibited.

UPHOLSTERY: OEM exterior appearance must be retained.

STOCK

The field is qualified and will be paired at National and SSNC events based upon qualifying, beginning in the first round of eliminations.

DESIGNATIONS: AA/S, A/S, B/S, C/S, D/S, E/S, F/S, G/S, H/S, I/S, J/S, K/S, L/S, M/S, N/S, O/S, P/S, Q/S, R/S, T/S, U/S, V/S, W/S, AF/S, BF/S, CF/S, DF/S, EF/S, FF/S, GF/S and HF/S (manual transmissions) followed by car number.

AA/SA, A/SA, B/SA, C/SA, D/SA, E/SA, F/SA, G/SA, H/SA, J/SA, K/SA, L/SA, M/SA, N/SA, O/SA, P/SA, Q/SA, R/SA, T/SA, U/SA, V/SA, W/SA, AF/SA, BF/SA, CF/SA, DF/SA, EF/SA, FF/SA, GF/SA and HF/SA and (automatic transmissions), followed by car number.

Numbers must be at least 4" high on all 4 windows.

Fifty-six classes reserved for American factory-production automobiles and some foreign and domestic sports cars. Classified per IHRA performance rating as listed in the Official IHRA Stock Car Classification Guide. Only those cars listed in the Guide are eligible for competition. All cars in stock classes must be factory-production assembled, showroom available and in the hands of the general public. AF through HF class cars are limited to 1978 or newer.

CLASSES:

Class AA	7.00 to 7.99	Class Q	17.00 to 17.99
Class A	8.00 to 8.49	Class R	18.00 to 18.99
Class B	8.50 to 8.99	Class T	19.00 to 19.99
Class C	9.00 to 9.49	Class U	20.00 to 21.99
Class D	9.50 to 9.99	Class V	22.00 or more
Class E	10.00 to 10.49	Class W	24.00 or more
Class F	10.50 to 10.99	Class AF	13.00 to 15.99
Class G	11.00 to 11.49	Class BF	16.00 to 16.99
Class H	11.50 to 11.99	Class CF	17.00 to 17.99
Class I	12.00 to 12.49	Class DF	18.00 to 18.99
Class J	12.50 to 12.99	Class EF	19.00 to 19.99
Class K	13.00 to 13.49	Class FF	20.00 to 23.49
Class L	13.50 to 13.99	Class GF	23.50 to 27.49
Class M	14.00 to 14.49	Class HF	27.50 or more
Class N	14.50 to 14.99		
Class O	15.00 to 15.99		
Class P	16.00 to 16.99		

* Class V and W are limited to 4 and 6 cylinder entries.

* Class AF through HF are restricted to 4 and 6 cylinder, front-wheel-drive cars only.

Requirements & Specifications

AIR CLEANERS: Optional. Ram tubes or other than stock ducting prohibited. Cooling holes not permitted in radiator side panels, etc. Factory air cleaners and/or scoops that fit through hood must be affixed to carburetor as per OEM only.

BATTERY: Must maintain sufficient capacity to start car at any time. Trunk mounted battery is legal in all classes except Pure Stock.

BODY: Alterations or customizing to gain class advantage prohibited. Extent of customizing is limited to paint only. Convertible top cars must run with top up. Sedan delivery, Ranchero, El Camino, etc. (if found properly classified in the Classification Guide) are eligible only if all class requirements are met. Raising and/or lowering front or rear of cars prohibited. Cars must retain level attitude within 1/2" at stand still. Solid body mount insulators allowed. In classes AF through HF, air dams and spoilers which were available through the manufacturer are allowed front and rear.

BRAKES: All brake lines mounted on the firewall, where they pass flywheel bellhousing on stick cars, must be protected. Non-drive wheel line locks permitted. OEM drum or disc brakes from the same manufacturer permitted. OEM type front or rear disc brakes permitted on any entry. IHRA approved OEM type aftermarket front or rear brakes permitted. Must be equipped with stock production four-wheel hydraulic brake system, or aftermarket front disc brakes meeting the following criteria:

- 1) Minimum effective piston area per wheel 3 1/2 square inches.
- 2) Minimum disc (rotor) diameter: 10 1/4" x 5/16" thick ferrous material only; no holes may be drilled in disc except for mounting.
- 3) Mounting requirements for rotor: Five 3/8" Grade 8 bolts, eight 6/16" Grade 8 bolts or twelve 1/4" Grade 8 bolts.
- 4) Must install dual master cylinder with any modified brake system, splitting front and rear into separate systems.

BUMPERS: Complete stock bumpers, guards and braces (front and rear) required.

CAMSHAFT/LIFTERS: Camshaft must retain stock lift for horsepower claimed per IHRA Technical Bulletins. In classes AF through HF maximum lift is limited to .430" or OEM whichever is larger. Aftermarket OEM type replacement solid lifters permitted. Lift checked at valve retainer, with zero lash. Aftermarket gear drives/belts prohibited. Adjustable pushrods or adjustable OEM rocker arms (not both) permitted; must be same or greater weight as stock. Pushrod guide plates permitted.

CARBURETION: Must be correct year, make and model specified for car's engine, fuel or air bleed passages may be resized. Drilling idle holes in primary throttle blades permitted. Other modifications prohibited. Sand blasting, grinding, flash removal, dry film coating or any other modification to carburetors prohibited. Replacement carburetors permitted provided they are same as original equipment: make, model, type, throttle bore, venturi size and external appearance (ie: fuel inlet location, smog versus non-smog differences). Computer carburetors use latest model non-computer carb for engine application.

CONNECTING RODS: Aftermarket, Super Stock legal, steel connecting rods are acceptable. Replacement rods must be at a minimum of OEM weight. Rod length tolerance $\pm .025$ inch. Floating wrist pins and bushed rods permitted.

CYLINDER HEADS: Must be correct casting number for year and hp claimed. Porting, polishing, welding, epoxy and acid porting prohibited. Combustion chamber modifications prohibited. Cylinder heads are additionally restricted in that they must retain original size valves at original angles and must be able to hold original cylinder head volume per IHRA specifications. Any valve spring permitted provided no modifications to head is performed. Steel retainer mandatory. Replacement valves must be identical to stock valves in appearance and diameter. Valves may

be any length but must be equal to or greater in weight. Hardened keepers, same appearance as original, permitted. Valve diameter tolerance $\pm .015$ or $-.015$ inch from IHRA specs. The following are prohibited: any grinding in ports or combustion chambers; removal of any flashings; sandblasting or any other modification to cylinder head; dry film coating of intake and exhaust runners, dry film coating of combustion chamber and cylinder head studs. Intake side of head may not be cut into any part of valve cover bolt holes. Heat riser passage may be blocked from intake manifold side of cylinder head. Blocking passage down in valve pocket prohibited. Exhaust plates prohibited. The following are permitted: polylocks; jam nuts; screw-in larger diameter rocker studs or pinned studs, roller rocker arms, spring cups, bronze wall valve guides, cylinder head studs. Valve spring umbrellas optional. Any valve job permitted. All valve seats may be replaced.

DELAY BOX/SWITCH: Electronic, mechanical and any other delay devices prohibited. Release may not be a function of or activate or deactivate any other switch.

DISTRIBUTOR: Any battery-operated stock-type ignition accepted. Crank trigger systems prohibited unless OEM. Distributorless aftermarket ignition systems are prohibited on combinations unless they were present in OEM applications and must retain OEM number of coils.

DRIVELINE: Driveline loop required in all rear-wheel-drive entries. See General Regulations.

DRIVER RESTRAINT SYSTEM: Must meet SFI Spec. 16.1 or 16.5 within 2 year expiration from date of manufacture in classes A through J stick and automatic and in all convertibles. Compatible seat belt, shoulder harness installations are required with any roll bar/cage installation. All other classes require complete OEM restraint system.

ENGINE: Must be same year and make for car used. Equipment other than original factory-installed prohibited. Special equipment export kits (superchargers, dealer installed options, etc) automatically disqualifies car. Engine must remain in stock location; height, set back, etc. Cylinder bores must not exceed $.080$ -inch over stock. Bores are measured at top of cylinder where ring wear is not evident. Cross breeding parts prohibited. All carburetors, manifolds, heads, etc, must be tightened to prevent any air or fuel leaks. Vacuum lines must be securely connected or blocked off. Stroke tolerance is $\pm .015$ -inch. Stock OEM crankshaft mandatory. Lightening of crankshaft other than normal balance job prohibited. Main journal diameters may not exceed $.060$ under OEM size. Rod journal may not exceed $.060$ under accepted rod size. Cylinder blocks may be sleeved. Aftermarket SFI spec 18.1 harmonic balancer permitted. Open headers permitted. Maximum outlet: 4" in diameter. Adapter plates not allowed. Blueprinting permitted.

FAN, GENERATOR, WATER PUMP: Must be connected and operable at all times. Belts must be tight enough to drive equipment in satisfactory manner and without excessive or noticeable slippage. Stock size and material pulleys must be retained. Deep-groove pulleys on generator or alternator allowed provided it is original equipment. Electrically driven fans and water pumps permitted. Generator may be relocated but must be engine driven and functioning. OEM water pumps may be replaced with aftermarket electrically-driven units.

FENDERS: Leading and trailing edges of fender openings may be trimmed for tire clearance, maximum: 2". Edges must be rolled and appear stock. Flaring or spreading external fender lines prohibited.

FENDER SPLASH PANS: Required. Can be trimmed to allow a maximum of 2" clearance around headers.

FLYWHEEL/CLUTCH: Units meeting SFI Spec. 1.1 mandatory.

FLYWHEEL SHIELD: Flywheel shield meeting SFI Spec. 6.1 mandatory on all V-8 cars with standard transmissions.

FRAME: Frame must be OEM for chosen body style. Subframes on unibody cars may be joined. Maximum size material to be used is 2" x 3" x $.120$ " ms. Round tubing may be used to tie front and rear sub frames together and join sub frame in straight line extending through car floor, with floor completely welded to member.

FUEL PUMP: Stock-type mechanical fuel pump or one electric fuel pump permitted. Must be installed outside of passenger or trunk area, away from tires and suspension. Fuel lines may be changed to any size metallic line with in-line fuel filters and pressure regulator allowed; a maximum of 12" rubber lines for vibration connections are permitted. Cool cans permitted, but must be installed not less than 6" forward of firewall.

GASKETS: Any replacement or aftermarket gasket allowed. If thinner than stock head gaskets are used, thickness loss must be made up with additional deck clearance. Carburetor heat insulator type gaskets prohibited. Maximum of 2 stock-type gaskets allowed.

GASOLINE: See General Regulations.

GAS TANK: Aftermarket fuel cells permitted. If OEM gas tank is retained in place of fuel cell, it must be correct year, make and model for combination and must be in stock location. See General Regulations.

GRILLE: Must be full OEM production for body/model utilized.

HELMET: SN, SA, M or K-2015 or newer mandatory.

HOOD: Full stock hood and bracing must be retained. Hood openings and/or hood scoops other than original equipment prohibited. In classes AF through HF, non-functional hood scoops available from car manufacturer are permitted.

IGNITION SYSTEM: The 2 or 3 step must be mounted on the brake or clutch pedal on all entries. Brake pressure switch activation is permitted. All 2 and 3 step wiring must be accepted prior to competition.

INTAKE MANIFOLD: Must retain the unaltered stock manifold, consistent with engine horsepower claimed.

INSTRUMENTS: Full stock dashboard, including instruments, wiring, fresh-air ducts and controls must be retained. Tachometer, pressure gauges, etc., optional.

LINE LOCK: Permitted on non-drive wheels only. Four wheel line locks prohibited. Activation may not be a function of any other switch or button.

OIL PAN: Any OEM type aftermarket steel oil pan may be used. Windage trays and/or baffles allowed. Accepted kick outs or modifications are permitted in sump area only.

OIL PUMP: Stock OEM or OEM type after market oil pumps allowed. Must be mounted in stock location.

PISTONS: OEM or IHRA accepted aftermarket replacements permitted. Aftermarket pistons may be forged or cast and must retain the as-cast or as-forged head configuration. The manufacturer or i.d. number must remain unaltered and fully visible to determine correct application. Piston may not be altered for special rings, deck height adjustment, valve relief size, depth, location or to modify dome or dish. Piston must be of the same overall design with the same dome/dish configuration as OEM piston with the correct number, location, depth and width ring grooves. Valve relief and head land modifications to aftermarket or OEM pistons prohibited. Assembly weight (piston and pin) of aftermarket assemblies must meet or exceed OEM assembly weight. Any lightening of pistons beyond that necessary for normal balancing is strictly prohibited. Wrist pin may be shortened for floating pins, but must retain original diameter. IHRA accepted aftermarket pistons are listed on ihra.com.

PROTECTIVE CLOTHING: A jacket and pants meeting a minimum of SFI 3.2A/5 and a 3.3 neck collar are mandatory on entries running 9.99 or quicker 1/4 or 6.40 1/8 mile. A jacket and pants meeting 3.2A/1 is mandatory on entries running 10.00 to 11.49 1/4 or 6.40 to 7.50 1/8 mile. A minimum of a SFI 3.2A/1 jacket mandatory on all other entries.

RADIATOR: Full size stock radiator mandatory for body type used. OEM replacements may be aluminum.

REAR END: Rear end must retain corporate relationship, however it may be upgraded. OEM backing plate separation is mandatory. Reinforcement of spring perches permitted. Aftermarket axles are mandatory if spool is utilized. Additional bracing of housing is permitted. Truck rear ends prohibited. Swing axle rear end may be changed to a conventional housing. Stock trailing arms may be strengthened or modified to fit housing, but must be retained. The use of the transverse spring must be maintained. OEM wheelbase and backing distance must be retained. Re-installation of panhard bar required. Notching of frame for driveshaft clearance accepted.

ROLL BAR: Six point mandatory in A through M stick and A through M automatic and all convertibles. Roll cage permitted.

SPARK PLUGS: Any type spark plug or ignition wiring manufactured for automotive use accepted.

STREET EQUIPMENT: Full street equipment required. Emission controls, windshield wiper blades and arms optional.

SUSPENSION: Must remain as produced except for the following: Leaves may be changed (added or subtracted) as long as overall length and mounting points are used. Coils may be changed (clamped or spaced) as long as stock mounting points are maintained. Lift kits and/or front suspension limiters are not permitted. Solid bushings in rear suspension allowed, Cars with rear coil springs may relocate the upper control arm at attachment point. Rear trailing arms may be replaced with OEM-type aftermarket units. Removal of front sway bar allowed. Minor movement inboard of rear springs is allowed for tire clearance. Minor fender well alterations are allowed to aid in tire clearance.

THROTTLE LINKAGE: Any progressive or other positive-action throttle or choke linkage may be used.

TIRES: Street-type tires with full tread pattern required. Maximum tread width: 12". Tires may not be altered from tire manufacturer's original design or pattern. In addition, 10" drag slicks may be used. Size of tire, rear tire width 10.5" x 30" x 15" with 95" circumference. The maximum measured tread width of all 10.5 tires is 10.75 inches. Front tires must have a full street pattern and must measure a minimum of 4-1/2" on ground. Tire tread may not extend outside fender. Classes AF through HF may run slicks for front tires.

TORQUE STRAP: Optional. May be on one side of engine only.

TRACTION BARS: Traction bars or pinion snubbers used to transmit rear axle torque to frame, thus preventing violent rear spring wind up under acceleration or deceleration, are recommended. Shock absorbers, springs and/or sway bars (or any other stock suspension component) may not be moved or altered for any traction bar installation except those traction bars that are equipped with a new spring perch. Bolt-on traction devices accepted provided front mounting point is no further forward than stock front spring eye of leaf spring-equipped cars. Device must be installed under leaf spring and bolt to leaf spring attaching point in rear. Coil spring-equipped cars may have strengthened mounting points, strengthened stock control arms and changed upper control arm mounts at rear axle housing. Traction bars and/or mounting brackets (to rear axle housing) may not be lower than lowest edge of rear wheel rim. Weld-on traction bars, ladder bars, or wheelie bars not permitted. AF through HF may have traction devices added as necessary. See SUSPENSION.

TRANSMISSION, AUTOMATIC: Any model transmission may be used having the same number of forward gears and reverse. Adapter plates not permitted. Modifications to shifting patterns are permitted, provided full shift pattern is retained. Mechanical lock up converters not allowed. Permitted if OEM equipped with lockup converters and OEM transmission is used. Deepened stock or aftermarket transmission oil pans permitted. Must be the same for horsepower claimed. Functional neutral safety switch is mandatory.

TRANSMISSION BRAKE: Prohibited.

TRANSMISSION, MANUAL: OEM or aftermarket transmission having the same number of forward gears (and reverse) as original may be used. Column shift linkages may be reinforced; floor shift conversion kits permitted. Clutchless transmissions prohibited.

UPHOLSTERY: Must have full factory-type upholstery. Full Size aftermarket or corporate OEM front seats permitted: must be upholstered and properly supported. No interior gutting permitted. It is recommended that driver's seat tracks be bolted down. Rear seat may be removed when roll bar or cage is installed. Area must be carpeted. Sun visors optional. Class W may remove rear seat, provided the area is covered with carpet or approved material.

VALVE COVERS: Aftermarket valve covers permitted.

WEIGHT: Entries may move up or down one class. If weight is added, it is recommended that it be in the form of a roll bar or roll cage. If class is changed and weight is added, it must be installed in acceptable weight box, installed in trunk and attached to the frame or cross member. Shipping weight is calculated by multiplying the factor (as found in the Official Stock Car Classification Guide) by advertised horsepower. In those cases where IHRA has placed a performance rating on the engine, use horsepower. All cars to be weighed with driver; 170 lbs is added to each car's minimum weight to include driver. Class is to be determined without driver weight.

WHEELS: Automotive wheels suitable for street use required. After market racing wheels accepted. Any wheel/tire combinations may be used that do not require alterations to wheel wells. Minimum wheel diameter: 14", unless factory equipped with smaller wheels.

WHEELIE BARS: Permitted in Stock, Crate Motor, and GT, maximum length is 48 inches or to the rear bumper whichever is greater.

WHEEL BASE: Must retain stock wheel base, $\pm 3/4"$, and tread width for car body used per manufacturer's nominal specifications. Maximum variation from left to right: 1". Any alteration to wheel base, front and/or rear over hang or relocation of wheel and/or axle location prohibited.

WINDSHIELD, WINDOWS: All windows and windshields must be clear except for factory tint. Windows must be operative but closed during competition.

Stock Fuel Injection

DESIGNATIONS: Reserved for electronic fuel-injected computer controlled rear wheel drive cars listed in the stock car classification guide. All entries will be classified using the fresh air or heaviest option in the classification guide if both options are available on the combination.

Specific Class designations are as follows: AAA/FI, AA/FI, BB/FI, CC/FI, A/FI, B/FI, C/FI, D/FI, E/FI, F/FI, G/FI, H/FI, I/FI, J/FI, K/FI, L/FI, M/FI, (manual transmission) followed by car number. : AAA/FIA AA/FIA, BB/FIA, CC/FIA, A/FIA, B/FIA, C/FIA, D/FIA, E/FIA, F/FIA, G/FIA, H/FIA, I/FIA, J/FIA, K/FIA, L/FIA, M/FIA, (automatic transmission) followed by car number.

All entries must be factory production models available to the general public. A minimum of 50 units of each body style determines eligibility.

Stock Fuel Injection Classes:

AAA	6.00 to 6.49
AA	6.50 to 6.99
BB	7.00 to 7.99
CC	8.00 to 8.99
DD	9.00 to 9.99
EE	10.00 to 10.99
A	8.00 to 8.99
B	9.00 to 9.99
C	10.00 to 10.99
D	11.00 to 11.99
E	12.00 to 12.99
F	13.00 to 13.99
G	14.00 to 14.99
H	15.00 to 15.99
I	16.00 to 17.99
J	18.00 to 19.99
K	20.00 to 21.99
L	22.00 to 23.99
M	24.00 or more

*Class AAA, AA, BB and CC is restricted to 2008 or later accepted factory muscle cars.

*Class L is restricted to 4 or 6 cylinder entries only. Class M is limited to 4 cylinder entries.

Requirements & Specifications

Requirements and specifications for stock fuel injection are the same as stock eliminator with the following exceptions:

FUEL INJECTION: All entries must retain OEM throttle body(s), plenum, manifold, etc. Larger injectors permitted provided OEM manifold condition is retained.

Stock GT - Autos and Trucks

Seven classes restricted to 1980 and newer body styles incorporating accepted engines from models years 1955 to 1979. All rules except the ones listed below are the same as Stock class.

Numbers must be at least 4" high on all 4 windows.

CLASS WEIGHT BREAKS FOR STICK AND AUTOMATIC:

S/GTA 8.00 to 8.99
S/GTB 9.00 to 9.99
S/GTC 10.00 to 10.99
S/GTD 11.00 to 11.99
S/GTE 12.00 to 12.99
S/GTF 13.00 to 13.99
S/GTG 14.00 or more

MOTOR PLATES: Allowed for installation as the original firewall is retained.

OIL PAN: Steel aftermarket oil pans allowed to fit engine to various chassis combinations.

SUSPENSION: Front and rear suspension must be OEM. No coil-over shocks allowed unless factory produced on year of body being used. No ladder bars, four links, etc., permitted.

WEIGHT: 2,500 lbs. minimum weight. Entries may move up or down one class.

Pure Stock

These classes are for 2005 and older cars which have minor modifications to the engine, chassis, transmission, carburetor, etc., unless it is specifically stated that a modification or optional equipment is permitted. No turbo or super charged cars allowed. A through I are the only available classes, with the same class breaks as stock, Class weight breaks and indexes are for both stick and automatic.

Numbers must be at least 4" high on all 4 windows.

CLASS WEIGHT BREAKS FOR STICK AND AUTOMATIC:

A/PS 8.00 to 8.99
B/PS 9.00 to 9.99
C/PS 10.00 to 10.99
D/PS 11.00 to 11.99
E/PS 12.00 to 12.99
F/PS 13.00 to 13.99
G/PS 14.00 to 14.99
H/PS 15.00 to 15.99
I/PS 16.00 or more

AIR CLEANER: Optional.

BATTERY: Stock location and must be of sufficient capacity to start the car at any time.

BLOCK: Must be OEM for horsepower claimed. No filled blocks.

BODY: Must have complete stock appearance for body claimed and horsepower claimed.

BRAKES: Must be OEM complete, Line lock accepted. OEM up grades allowed.

BUMPERS: Must be OEM complete.

CAMSHAFT: Camshaft must retain stock lift for horsepower claimed per IHRA Technical Bulletins. OEM lift, duration and overlap for hp claimed as verified by manufacturer supplied specifications. Aftermarket camshafts meeting specifications permitted. If complete engine package has not been supplied by manufacturer the combination may not be classified for competition in Pure Stock.

CARBURETION: Must be OEM complete as for year, make and model specified for car's engine, any jet size permitted. No other carburetor modifications allowed.

CYLINDER HEADS: All cylinder heads and valves and valve train must remain stock and unaltered as originally produced per year and horsepower claimed and also have correct casting number.

CLUTCH: Explosion resistant units required when special high traction compound tires are used.

DISTRIBUTOR: Must be OEM or OEM replacement.

DRIVESHAFT LOOP: Required on all entries.

ENGINE: Must be same year and make for car used. Engine equipment, other than original, factory installed prohibited. Cylinder bores must not exceed .070 overstock. Bores are measured at the top of the cylinder where ring wear is not evident, Engine balancing permitted, however, excessive lightening of component parts is prohibited. Porting and/or polishing, any grinding in ports or combustion chambers, removal of any flashing, sandblasting or any other modification to cylinder heads and/or manifold or carburetors on cars in this section is prohibited. Stroke alteration is prohibited.

EXHAUST SYSTEM: Stock OEM exhaust manifold mandatory with open exhaust. Headers permitted with OEM type mufflers, must be baffled and/or chambered. No straight through type allowed. Must be separate unit with outlet turned down or out to side of vehicle.

FAN, GENERATOR, WATER PUMP: Must be connected and operable at all times. Belts must be tight enough to drive equipment in a satisfactory manner and without excessive or noticeable slippage. Must retain original factory produced fan. Stock size and material pulley must be retained. Water pump must remain stock. Electric fan may be added.

FENDER SPLASH PANS: Must be retained, cannot be removed.

FUEL PUMP: Stock type mechanical fuel pump must be used. One electric fuel pump permitted when used through stock mechanical pump and wired so that ignition switch acts as cut off.

GRILLE: Must be full stock production for body and horsepower used.

HELMET: SN, SA, M or K-2015 or newer mandatory.

HOOD: Full stock hood and bracing must be retained. Hood openings and/or hood scoops that are not of original manufacture equipment not permitted.

INSTRUMENTS: Full stock dashboard, including instruments, wiring, fresh air ducts, heater and controls must be retained. Tach, oil pressure, amp and water temperature gauges may be added.

IGNITION: OEM or accepted aftermarket ignition mandatory. The use of a starting two step or engine limiter is prohibited.

INTAKE MANIFOLD: Required to retain an unaltered stock manifold, consistent with engine horsepower claimed. Must be correct casting number.

INTERIOR: Must be complete as delivered from factory per horsepower claimed.

PISTONS: Replacement piston must be stock as originally produced. Stock type and number must be used. Wrist pins, rods, and crankshaft must be factory original per horsepower claimed. Replacement piston may be forged or cast. Stock OEM dome must be retained.

POLLUTION CONTROLS: May be removed.

POWER STEERING: Power assist accessories and/or air condition pump drive belts may be disconnected during competition, provided they do not drive the fan and/or generator, or that removal of the power-steering belt would adversely affect the car steering. Power steering pump and air conditioning equipment may be removed.

REAR AXLE: Must remain completely stock type per horsepower claimed. Any gear ratio permitted as long as it fits in the third member. May upgrade to stronger corporate housing as long as unit fits in stock location and maintain original width.

SEAT BELTS: Complete set of OEM belts required.

SPARK PLUGS: Any type manufactured for automotive use.

STREET EQUIPMENT: Required.

SUSPENSION: Must be OEM per horsepower claimed. Any stock type shocks permitted. No other suspension changes or additions permitted.

SUPERSEDED AND/OR REPLACEMENT PARTS: Superseded parts are restricted to cylinder heads, intake manifold, carburetors, crankshafts, cylinder block and transmission, only when manufacturer lists such parts in its published parts book and notifies IHRA of said change and change is accepted by IHRA. Cylinder heads are additionally restricted in that they must retain original size valves, valve springs, retainers, keepers and must be able to hold original cylinder head volume, per IHRA specification.

TIRES: Any DOT tire permitted with full tread pattern. Slicks may be 9 x 30 x 15 maximum sidewall designation.

TRACTION BARS: Bolt on type only permitted. Traction bars and/or mounting brackets may not be lower than the lowest edge of the rear wheel rim.

TRANSMISSIONS - STICK SHIFT: Must be the right amount of gears and transmission type for horse power claimed as car was delivered from factory. Floor-mounted shifters optional.

TRANSMISSIONS - AUTOMATIC: Must be stock OEM for horsepower and body style claimed. Units may not be altered except for addition of aftermarket shift kit, gear set and torque converter. Manual valve bodies prohibited.

UPHOLSTERY: Must have full factory upholstery, including factory carpet in place, No interior gutting permitted. It is required that the driver's seat tracks be securely bolted down. If roll bar is installed, the rear seat may be modified to allow proper installation.

VALVE SPRINGS: Stock replacement per OEM spec. and must check on factory spec. open and closed pressure.

WEIGHT ADJUSTMENT: Same as Stock Eliminator.

WHEELS: Any type, as long as they are as strong as the original.

WHEEL BASE: OEM $\pm 3/4$ ".

WINDSHIELD/WINDOWS: Windshield and all windows must be clear except for factory tinted safety glass and in good condition. Windows must be operative but closed during competition. Decals not permitted on any front door window or windshield, or rear window.

Crate Motor Stock

Thirteen classes reserved for 1955 and newer factory production automobiles, trucks and some sports cars using IHRA APPROVED factory type crate engines. This includes 1/2 ton trucks, Rangers, Dakota's, etc. Class weight breaks and indexes are the same for both stick and automatic.

DESIGNATIONS:

A/CM	6.00 to 6.49	H/CM	9.50 to 9.99
B/CM	6.50 to 6.99	I/CM	10.00 to 10.49
C/CM	7.00 to 7.49	J/CM	10.50 to 10.99
D/CM	7.50 to 7.99	K/CM	11.00 to 11.49
E/CM	8.00 to 8.49	L/CM	11.50 to 11.99
F/CM	8.50 to 8.99	M/CM	12.00 or more
G/CM	9.00 to 9.49		

FRONT WHEEL DRIVE DESIGNATIONS:

A/FCM	9.00 to 9.99
B/FCM	10.00 to 10.99
C/FCM	11.00 to 11.99

*Numbers must be a minimum of 4" high on all windows.

The requirements for crate motor stock classes are the same as those for Stock and Stock GT classes with the following exceptions.

CARBURETOR: Any OEM or aftermarket Holley carburetor originally produced with a maximum 850 CFM rating for Big Blocks and 750 CFM rating for Small Blocks. No modifications except jetting. MUST HAVE CHOKE PLATE. All units must be IHRA accepted. All other units prohibited.

CARBURETOR ADAPTER SPACER: 1" maximum.

ENGINE: Factory produced and available IHRA approved crate engines. Engine must retain corporate relationship with body. Olds, Buick, Pontiac big and small block autos may use Chevrolet Crate engines etc. The total combustion clearance for all combinations is .035" minimum. This may be achieved by any thickness combination of deck height and cylinder head gasket.

EXHAUST: Headers permitted.

FRONT WHEEL DRIVE CONVERSIONS: Minimum shipping weight is 2,400 lbs. Front suspension may OEM or stock type aftermarket design. Rear suspension may be manufactured with ladder bars, coil springs with OEM type shocks. No coil-overs allowed. No four-links. Mini tubs permitted for tire clearance. Outside fenders must maintain OEM appearance and shape. Tire may not be inside top of quarter panel and no more than 3 inches in from top of quarter panel lip, no modifications to outside of quarter panel. Motor plates and mid mounts may be moved to accommodate engine combinations. Restricted to cast iron cylinder head combinations.

HOOD: Full stock hood and bracing must be retained consistent with the body, year, make and model. Non-functional factory hood scoops are permitted if they were an option for vehicle in question. Functional scoop may only be used if the combo engine (ie. small and big block) relationship is consistent with the body claimed. All hoods must be in OEM condition or have equal to or heavier material reinstalled if alterations were performed for carburetor clearance. Any opening must be as per manufacturers specifications.

INTAKE MANIFOLD: Any OEM or aftermarket cast aluminum or iron manifold that will fit under stock unaltered hood with no modifications allowed. No porting, grinding, etc.

OIL PAN: Aftermarket OEM replacement steel oil pans permitted. Accepted kick outs or modifications are permitted in sump area only.

RADIATOR: Full size stock radiator mandatory for body type used. OEM replacements may be aluminum.

REAR END: Any corporate automotive type in the same corporate family as vehicle body permitted. Truck rear ends prohibited.

ROLL BAR/ROLL CAGE: Roll Cage required in classes A through C. Roll Bar required in classes D through M. Roll Bar recommended in all classes.

TIRES: Rear tire width 10.5" x 30" x 15" with 95" circumference maximum.

TRANSMISSION: (Manual) Maximum 4-speed (Overdrive not included). (Automatic) Maximum 3-speed (overdrive not included). Must maintain corporate relationship and attached to engine without an adapter plate.

WEIGHT: Minimum weight for all classes 2,400 lbs. + 170 for driver. Entries may move up or down one class. Small (big) block combinations must utilize small (big) block shipping weight.

QUICK ROD

This class is reserved for entries running on a 8.90 quarter mile standard and a 5.70 eighth mile standard. This class is for full bodied, dragsters, or funny cars.

Summit Sportsman National Championship Events are qualified all run fields. Entries will be randomly paired for round one and then placed on a ladder for all subsequent rounds.

Pro Start four tenths tree. Tow vehicles prohibited.

Deep staging is prohibited, and both cars must pre-stage before final staging.

DESIGNATION: QR preceded by car number. On full bodied cars, numbers must be at least 4" high on all 4 windows. Dragsters and funny cars numbers' must be at least 4" high on each side of car.

Requirements & Specifications

BODY: Body and cowl must be constructed of metal, fiberglass or other flame proof material and must extend forward to firewall. Driver's compartment (frame structure, roll bars, body) must be designed to prevent driver's body or limbs from making contact with wheels, tires, exhaust system or strip surface. If driver's body is in contact with a belly pan, a cross member and subfloor are required. Front spoiler or airdam on all dragsters may not project more than 30" ahead of front spindle centerline.

PAINT: Car must be completely painted. This rule may be waived for certain hardship cases.

STREET EQUIPMENT: May be removed, except must maintain at least one working two-inch tail light. Dragsters must have light mounted above tires.

BALLAST: Permitted. Refer to General Regulations.

BATTERY: See General Regulations.

BRAKES: Two-wheel rear brakes required. If hand brake is used, it must be located inside of body or driver's compartment.

DEFLECTOR PLATE: Mandatory on rear engine dragsters. See General Regulations.

FIREWALL: See General Regulations.

FUEL SYSTEMS: No part of the fuel system may be mounted over flywheel or in driver's compartment. Aftermarket fuel cell recommended. If mounted in trunk, it must be vented to the outside of the body and equipped with a flash shield between trunk and driver compartment. All fuel tanks must have positive locking caps. Dragsters must mount fuel cell between frame rails.

ROLL CAGE: Refer to appropriate SFI Specification or General Regulations section depending on your type of vehicle. Chassis must have current certification tag prior to competition and have serialized sticker affixed to frame before participation.

STEERING: See General Regulations.

SUSPENSION: Any type of automotive suspension is permitted. Rigid mounted rear axles are permitted. Rigid mounted front axles permitted if wheel base is 120" or more. Any front beam or tubular type axle must have radius rods.

TRACTION BARS: May not extend through floor. Length may not extend more than one half the length of the wheel base on full bodied cars.

WHEELBASE: May be altered. Minimum 90". 2" left to right variation permitted.

WHEELS: Any automotive aftermarket wheel acceptable. See General Regulations.

CARBURETOR/INJECTION: Any type or number of carburetors permitted. Electronic fuel injection permitted. Superchargers permitted. Supercharged cars must use an SFI14.1 restraint.

FUEL: Gasoline, alcohol/methanol or propane permitted.

ENGINE: Any single internal combustion engine permitted.

EXHAUST SYSTEM: Competition type exhaust systems permitted. Exhaust gases must be directed out of the car body, rearward, away from driver and fuel system.

HARMONIC BALANCER: SFI 18.1 mandatory.

LIQUID OVERFLOW: One pint minimum capacity mandatory.

NITROUS OXIDE: Prohibited. Any vehicle with a system installed must remove bottle and any lines from solenoids to nitrous plate, intake manifold, carb or engine.

STARTER: All cars must be self starting with on board starter and battery.

CLUTCHES AND FLYWHEELS: SFI 1.1 or 1.2 mandatory.

FLEXPLATE: SFI 29.1 mandatory.

FLEXPLATE SHIELD: SFI 30.1 mandatory.

FLYWHEEL SHIELD/BELLHOUSING: SFI 6.1 mandatory.

REAR END: Aftermarket axles required. Axle retention device required. Welded Spider gears prohibited.

TRANSMISSION: Any transmission may be used. An SFI 4.1 shield mandatory on all automatic units. Positive reverse lockout required. All automatics must be equipped with a neutral safety switch.

ARM RESTRAINTS: Meeting SFI 3.3 mandatory on all open bodied entries.

DRIVER RESTRAINT SYSTEM: Must meet SF1 16.1 or 16.5 within 2 year expiration from date of manufacture.

ENGINE CONTAINMENT SYSTEM : Engine must be equipped with IHRA accepted engine containment system. All systems must cover the oil pump and related components.

HELMET: SN, SA, M or K-2015 or newer mandatory.

MASTER CUTOFF: If battery is relocated, a master electric cutoff switch must be installed on rear of vehicle and marked "on-off" or push-off.

PADDING: SFI 45.1 mandatory.

PARACHUTE: Required with 1/2" sleeved grade 8 bolts.

PROTECTIVE CLOTHING: A drivers suit meeting SFI 3.2A/15, gloves and shoes meeting SFI 3.3/5 and neck collar meeting SFI 3.3 mandatory on open bodied front engine supercharged entries. A drivers suit meeting SFI 3.2A/5, gloves meeting SFI 3.3/1 and neck collar meeting 3.3 mandatory on all other combinations.

WINDOW NET: SFI 27.1 net is mandatory on all full bodied entries.

CREDENTIALS: Valid IHRA competition license required.

ELECTRICAL: Starting line two step accepted. Down track throttle stops permitted. Electronic ignition interrupters or stutter boxes, prohibited. See General Regulations: Data Recorders Electronic Devices for additional information.

DELAY BOX: Accepted. See General Regulations

IGNITION: Aftermarket electronic ignition boxes may not be modified from factory specifications. See General Regulations.

TAILLIGHT: One 2" working tail light mounted above the rear tires mandatory.

THROTTLE: See General Regulations.

SUPER ROD

This class is reserved for entries running on a 9.90 quarter mile standard and a 6.40 eighth mile standard. Summit Sportsman National Championship events are qualified all-run fields.

Entries will be randomly paired for round one and then placed on a ladder for all subsequent elimination rounds.

Pro Start four tenths tree. Tow vehicles prohibited.

Deep staging is prohibited, and both cars must pre-stage before final staging.

DESIGNATION: SR followed by car number. Numbers must be at least 4" high on all four windows.

BODY AND CHASSIS: Must be full bodied car or street roadster. Funny cars, altereds, or dragsters prohibited. Stock appearing fiberglass parts may be used in place of stock body parts. Windows and functional doors are mandatory on all entries with the exception of street roadsters. Windows need not be functional.

HOODS: Mandatory. Aftermarket units accepted. Maximum height of hood scoop is 13 inches.

FIREWALL: See General Regulations.

FLOOR: See General Regulations

STREET APPEARANCE: All entries must have a minimum of one (1) functional taillight

WINDSHIELD & WINDOWS: Cars must retain all OEM window placement. OEM windows may be replace with IHRA accepted duplicate designs.

BATTERY: See General Regulations.

BRAKES: Two wheel rear brakes minimum required.

DRIVER: Must remain in stock location (left side).

FUEL SYSTEM: No part of the fuel system may be mounted on firewall. Aftermarket tank or fuel cell permitted. If mounted in trunk, if must be vented to the outside of the body and equipped with a flash shield between trunk and driver compartment.

FUEL PUMPS: Electric automotive-type fuel pump may be used provided the ignition switch acts as a shutoff for the fuel pump.

GROUND CLEARANCE: Minimum 3" required from the front of the car to 12" behind front axle centerline.

ROLL CAGE: Mandatory. 6 Point minimum. Chassis certification mandatory if the vehicle exceeds 150 mph 1/4 mile. See General Regulations.

SEAT: Aftermarket type accepted. See General Regulations.

STEERING: Minimum diameter of steering wheel is 11". See General Regulations.

SUSPENSION: Must have automotive type front suspension with one shock absorber for each sprung wheel.

TRACTION BARS: May not extend through floor, length may not exceed more than ½ of the length of the car's wheel base.

WHEELBASE: May be altered. Minimum 90". Maximum 125". 2" left to right variation is permitted.

WHEEL & TIRES: Must be automotive type wheel suitable for street use. Wire wheels prohibited.

CARBURETOR/INJECTION: Any type permitted. Electronic fuel injection permitted. Superchargers permitted.

COOLING SYSTEM: Must have functional cooling system, which includes radiator, water pump, and fan. Electric fans and pump are permitted.

ENGINE: Any internal combustion engine allowed.

EXHAUST SYSTEM: Competition type exhaust systems permitted. Exhaust gases must be directed out of car body, rearward, away from driver and fuel system.

FUEL: Gasoline, alcohol/methanol or propane permitted.

HARMONIC BALANCER: SFI 18.1 mandatory.

LIQUID OVERFLOW: 1 Pint minimum capacity required.

NITROUS OXIDE: Prohibited. Any vehicle with a system installed must remove bottle and any lines from solenoids to nitrous plate, intake manifold, carb or engine.

STARTER: All cars must be self starting with on board starter and battery.

DRIVELINES: All open drivelines must be equipped with two safety loops. See General Regulations.

CLUTCH: SFI 1.1 or 1.2 mandatory

BELL HOUSING: SFI 6.1 mandatory

FLEXPLATE: SFI 29.1 mandatory.

FLEXPLATE SHIELD: SFI 30.1 mandatory.

REAR END: Any type. Aftermarket axles required. Axles must also be equipped with a positive means of axle retention.

TRANSMISSION: Any automotive transmission permitted. Positive reverse lock out required. All automatics must be equipped with a neutral safety switch.

TRANSMISSION SHIELD: SFI 4.1 mandatory on all automatic units.

ARM RESTRAINTS: Meeting SFI 3.3 mandatory on all open bodied entries.

DRIVER RESTRAINT SYSTEM: Must meet SFI 16.1 or 16.5 within 2 year expiration from date of manufacture.

ENGINE CONTAINMENT SYSTEM (diaper): Engine must be equipped with IHRA accepted engine containment system. All systems must cover the oil pump and related components.

HELMET: SN, SA, M or K-2015 or newer mandatory.

MASTER CUTOFF: If battery is relocated, a master electric cut off switch must be installed on rear of vehicle and marked on-off or push-off.

PARACHUTE: Required on cars running over 150 mph 1/4 mile or 125 mph 1/8 mile. See General Regulations.

PROTECTIVE CLOTHING: A drivers suit meeting SFI 3.2A/5, gloves meeting, SFI 3.31/1
and neck collar meeting SFI 3.3, mandatory on all entries.

WINDOW NET: Mandatory, meeting SFI 27.1 on all closed body entries.

CREDENTIALS: Valid IHRA competition license required.

ELECTRICAL: Starting line two step accepted. Down track throttle stops permitted. Electronic ignition interrupters or stutter boxes, prohibited. See General Regulations: Data Recorders/Electronic Devices for additional information.

DELAY BOX: Accepted. See General Regulations for specific information.

IGNITION: Aftermarket electronic ignition boxes may not be modified from factory specifications. See General Regulations.

TAILLIGHT: One 2" working tail light mounted above the rear tires mandatory.

THROTTLE: See General Regulations.

HOT ROD

This class is reserved for full bodied entries running on a 10.90 quarter mile standard and a 7.00 eighth mile standard.

Summit Sportsman National Championship Events are qualified all run fields. Entries will be randomly paired for round one and then placed on a ladder for all subsequent rounds.

Minimum weight for all 8-cylinder entries, including driver, is 2600 lbs. Minimum weight for 6 cylinder entries, including driver, is 2,000 lbs. Minimum weight for all 4-cylinder entries, including driver, is 1,200 lbs.

Pro Start five tenths tree. Tow vehicles prohibited.

Deep staging is prohibited, and both cars must pre-stage before final staging.

Timed ignition interruption devices (stutter boxes) prohibited. Throttle stops permitted.

Any vehicle running faster than 135 mph must meet the minimum safety and protective clothing requirements for Super Rod entries.

DESIGNATION: HR followed by car number. Numbers must be 4" high on all 4 windows.

Requirements & Specifications

BODY: Must be full-bodied entries with roof. Dragsters and Funny Cars are prohibited. Hood, deck, fenders and doors may be substituted with fiberglass units. Doors must be operable on all cars. Convertibles may run without windshield. Street roadsters prohibited.

BUMPERS: Optional.

FENDERS: Exact duplicates of stock fenders in fiberglass permitted. Rear fenders may be trimmed for tire clearance. Altered fenders must have the edge re-rolled or beaded. Front inner fender panels not required.

FIREWALL: Required. See General Regulations.

FLOOR: Required. See General Regulations.

GRILLE: Required. May be painted replica.

HOOD: Mandatory. Hood scoop height maximum is 13".

WINDOWS: Cars must maintain all OEM window locations. All windshields and windows must be clear or factory tinted.

BALLAST: See General Regulations.

BATTERY: See General Regulations.

BRAKES: Four wheel hydraulic brakes required. Aftermarket systems permitted provided a dual master cylinder is used.

DRIVER: Must remain in Stock location (left side)

FUEL SYSTEM: No part of the fuel system may be mounted on firewall. Aftermarket tank or fuel cell permitted. If mounted in trunk, it must be vented to the outside of the body and equipped with a flash shield between trunk and driver compartment.

GROUND CLEARANCE: Minimum 3" required from the front of the car to 12" behind front axle centerline.

ROLL BAR / ROLL CAGE: Mandatory if entry has an altered floor or firewall or if vehicle runs 135 mph or faster. If stock floor and firewall are present, a 6-point roll bar is acceptable. Chassis certification mandatory on any vehicle that exceeds 150 mph 1/4 mile.

SEATS: Only one is required. Aftermarket type accepted. See General Regulations.

STEERING: Minimum diameter of steering wheel is 11". See General Regulations.

SUSPENSION: Must have automotive type front suspension with one shock absorber for each sprung wheel.

TRACTION BARS: May not extend through floor. Length of bars may not extend more than 1/2 of car's wheel base.

WHEELBASE: May be altered. Minimum 90". Maximum 125". 2" left to right variation permitted.

WHEEL & TIRES: Must be automotive type wheel suitable for street use. No wire wheels. Any tire-wheel combination that will fit under original body contour may be used.

CARBURETION/INDUCTION: Any type or number of carburetors permitted. Electronic fuel injection permitted. Superchargers permitted with 14.1 restraint.

COOLING SYSTEM: All cars must have a complete (fan, water pump, radiator) cooling system. Electric fans and pumps permitted.

ENGINE: Any internal combustion engine allowed.

EXHAUST SYSTEM: Competition type exhaust systems permitted. Exhaust gases must be directed out of the car body, rearward, away from driver and fuel system.

FUEL PUMP: Electric fuel pump permitted. Ignition switch must act as fuel pump shutoff.

FUEL: Gasoline, alcohol/methanol or propane permitted.

HARMONIC BALANCER: SFI 18.1 mandatory.

LIQUID OVERFLOW: 1 Pint minimum capacity mandatory.

NITROUS OXIDE: Prohibited. Any vehicle with a system installed must remove bottle and any lines from solenoids to nitrous plate, intake manifold, carb or engine.

STARTER: All cars must be self-starting with on board starter and battery.

CLUTCH: SFI 1-1 minimum required.

DRIVESHAFT LOOP: Required, must be within 6" of front universal joint, and must circle entire driveshaft. See General Regulations.

FLEXPLATE: SFI 29.1 Mandatory.

FLYWHEEL/ FLEXPLATE SHIELD: SFI 30.1 mandatory if OEM floor or firewall has been removed or the entry runs 135 mph or faster. All entries with manual transmissions must use a bellhousing meeting SFI 6.1 minimum.

REAR AXLE: Any rear axle or factory third-member permitted. No locked rear ends allowed. Narrowed rears must leave tire within 3" of wheel well outer lip. Spools permitted. Aftermarket axles required.

TRANSMISSION SHIELD: Automatic transmissions meeting SFI spec 4.1 required. Positive reverse lockout required. Automatic must be equipped with neutral safety switch.

DRIVER RESTRAINT SYSTEM: Must meet SFI 16.1 or 16.5 within 2 year expiration from date of manufacture.

HELMET: SN, SA, M or K-2015 or newer mandatory.

MASTER CUTOFF: If battery is relocated, a master electric cut off switch must be installed on rear of vehicle and marked on-off or push-off.

PROTECTIVE CLOTHING: If the entry does not have the OEM floor and firewall, A minimum of a 3.2A/5 jacket and pants are mandatory. A jacket meeting a minimum of SFI 3.2A/1 mandatory on all other entries. Neck collar meeting SFI Spec. 3.3 mandatory. All competitors are required to wear long pants. Nylon pants prohibited.

WINDOW NET: SFI 27.1 is required on all entries if rollcage is mandatory.

CREDENTIALS: Valid IHRA competition license required.

ELECTRICAL: Starting line two step accepted. Down track throttle stops permitted. Electronic ignition interrupters or stutter boxes, prohibited. See General Regulations: Data Recorders/Electronic Devices for additional information.

DELAY BOX: Accepted. See General Regulations for specific information.

IGNITION: Aftermarket electronic ignition boxes may not be modified from factory specifications.

TAILLIGHT: One 2" working tail light mounted above the rear tires mandatory.

THROTTLE: See General Regulations

NOSTALGIA TOP FUEL

DESIGNATION

N/TF, preceded by number. Reserved for front-engine supercharged, nitro-burning dragsters built specifically for all-out drag racing competition.

Requirements & Specifications

ENGINE : Any internal-combustion, American-made OEM-type engine permitted. Maximum cubic inches 470; Minimum weight per cubic inch 4.60; maximum Hemi bore center spacing 4.840 inches, maximum Ford bore spacing 4.900 inches, must maintain bore centers +/- .015-inch from stock. Blocks and cylinder heads must retain all physical characteristics of stock-production components. Billet blocks permitted. Any new block design must be submitted to NHRA Technical Services Department for acceptance. Machining of billet blocks to reduce weight is prohibited. Alloy and billet heads permitted. Accepted billet heads and block must remain as manufactured. OEM cylinder-head bolt pattern mandatory for all cylinder-head types. Cylinder heads must retain stock OEM-valve angles.

LOWER CONTAINMENT : Engine must be equipped with an SFI Spec 7.1 lower-engine-ballistic/restraint device. In addition, an engine oil-retention pan mandatory; minimum material .050-inch aluminum or .040-inch carbon fiber/Kevlar. Pan must extend from framerail to framerail and extend from the rear motorplate to minimum 1 inch forward of the front face of the lower pulley and must incorporate minimum 4-inch-high vertical folded-up walls on sides and minimum 2 inches on front and rear. Front and rear walls must be "coved" toward oil pan to assist oil in staying within the confines of the oil-retention pan. Pan must be either a one-piece design or constructed as to be sealed as a retention device to retain oil. Minimum number of slots or holes in the walls to clear frame, steering, or lines permitted. A nonflammable, oil-absorbent liner mandatory inside of retention device.

EXHAUST SYSTEM: Exhaust must be directed away from driver.

FUEL: Nitromethane and methanol permitted. All other fuels prohibited.

FUEL SYSTEM: Single fuel pump mandatory. Fuel pump must be NHRA accepted. NHRA-accepted fuel pumps: Enderle 1100, Hilborn -4, Settles Nostalgia Gerotor, Aeromotive 11937, Waterman 320900N, and Rage Racing 1400N. All new fuel pumps must be submitted to NHRA for acceptance. Fuel pumps must retain as-manufactured gear or rotor outside diameter, depth, and tooth/lobe count. Fuel pumps with a second outlet must have one of the outlets capped or routed back to the fuel tank or return system. Fuel pump restricted to a total fuel delivery limited to 20.0 gpm at 4,000 rpm pump speed measured through a 0.300-inch orifice. Pump must be driven at 1/2 crankshaft speed. No electronic, pneumatic, or hydraulic controls of fuel system. Fuel-system changes must be a function of the driver by mechanical means only. One action by the driver can only result in one function, one time, other than fuel pressure operated check valves (i.e., you may not incorporate a system through a driver-activated switch or lever, or a wide-open throttle switch, that starts a series of events). Fuel shutoff must be operable from the driver's seat.

No pressurized fuel tanks. Fuel tanks must be mounted above the lower framerail. Fuel tank and fuel lines must be within the confines of the frame and be protected from coming in contact with the track surface. Fuel tank must have a positive locking screw-on cap. Fuel line must be isolated from driver's compartment. Fuel-gauge lines in the driver's compartment must be steel-braided with steel fittings. All flexible fuel-pressure lines, with the exception of the hat nozzle lines, must be pressure-tested and labeled. All testing must be hydrostatic for minimum 30 seconds at 750psi. Label must indicate date, PSI, and tester ID. Labeling must be impervious to nitromethane and brake clean. Maximum number of nozzles 24 (maximum 8 in injector hat, 16 in manifold). Y-nozzles may be used in lieu of individual nozzles in the manifold; limited to 16 nozzle jets. No down nozzles allowed. Maximum fuel injector air inlet opening: 65 square inches measured at butterfly or throttle bodies, excluding cross shaft in fully open position. No composite materials (i.e., carbon fiber/Kevlar, graphite, etc.) can be used in injector hat and/or scoop. Internal modifications to scoop or hat allowed.

OIL LINES: All flexible-pressure oil lines, excluding return lines and any line 30psi or lower in pressure, must be pressure-tested and labeled. All testing must be hydrostatic for minimum 30 seconds at 750psi. Label must indicate date, PSI, and tester ID. Labeling must be impervious to nitromethane and brake clean. Otherwise hard line mandatory.

SUPERCHARGER: Restricted to Roots-type supercharger; rotor helix angle not to exceed that of standard 71-series GM-type rotor. High-helix prohibited. OEM manufacturer's cast or extruded billet blower case mandatory. Maximum size: 6-71, 18.250-inch case length. Maximum rotor length: 15 inches. Maximum rotor cavity diameter: 5.840 inches. Maximum overdrive: 14.99 percent. internal gearing. Blower setback may not allow any portion of blower to extend behind bellhousing mounting surface on cylinder block. Spacer or components between top of supercharger case and bottom of fuel injector hat restricted to 2-inch maximum. Supercharger restraint system meeting SFI Spec 14.3 mandatory. Aluminum studs required. Manifold burst panel meeting SFI Spec 23.1 mandatory. Manifolds are limited to a maximum manifold height of 8 inches as measured from valley gasket surface to blower mounting surface. Supercharger belt guard mandatory. Fuel and/or oil lines must be shielded wherever they pass the supercharger drive belt. Either a belt guard or fuel/oil line guard permitted. Turbochargers, screw-type superchargers, and centrifugal-type superchargers prohibited.

THROTTLE: Throttle control must be manually operated by driver's foot; electronics, pneumatics, hydraulics, or any other device may in no way affect the throttle operation. Throttle must incorporate a positive-action return system.

VALVE COVERS: Cast or fabricated metal valve covers using all attachment bolts mandatory. Carbon fiber/composite valve covers prohibited.

VENT-TUBE BREATHERS: Vent tubes must be double clamped at each connection. Minimum diameter, 1 ¼ inches for all breather tubes. All quick connections in the system must have a secondary locking system (tape, wire ties, etc. not allowed). Minimum catch-can(s) capacity is an 8-quart sump. Catch can(s) must have adequate internal baffling to prevent oil from being deposited on racing surface.

ENGINE: Any internal-combustion, American-made OEM-type engine permitted. Maximum cubic inches 500; maximum bore center spacing 4.840 inches, must maintain bore centers +/- .015-inch from stock. Blocks and cylinder heads must retain all physical characteristics of stock-production components. Billet blocks permitted. Alloy and billet heads allowed. Accepted billet heads and block must remain as manufactured. Machining of billet heads or billet blocks to reduce weight is prohibited. OEM cylinder-head bolt pattern mandatory for all cylinder-head types. Cylinder heads must retain stock OEM-valve angles.

LOWER CONTAINMENT: Engine must be equipped with an SFI Spec 7.1 lower-engine-ballistic/restraint device. In addition, an engine oil-retention pan mandatory; minimum material .050-inch aluminum or .040-inch carbon fiber/Kevlar. Pan must extend from framerail to framerail and extend from the rear motorplate to minimum 1 inch forward of the front face of the lower pulley and must incorporate minimum 4-inch-high vertical folded-up walls on the sides and minimum 2 inches on front and rear. Front and rear walls must be "coved" toward oil pan to assist oil in staying within the confines of the oil-retention pan. Pan must be either a one-piece design or constructed as to be sealed as a retention device to retain oil. Minimum number of slots or holes in the walls to clear frame, steering, or lines permitted. A nonflammable, oil-absorbent liner mandatory inside of retention device.

EXHAUST SYSTEM Double-pipe insulated exhaust headers mandatory. Double tube must extend to start of bend at bottom of body.

FUEL: Nitromethane and methanol permitted. All other fuels prohibited.

FUEL SYSTEM: Single fuel pump mandatory. Accepted fuel pumps: Enderle 1200, 1270, and 1380, Settles Nitro Gerotor, Aeromotive 11936, Waterman 320950N or 320950, and Rage Racing 1400N-FC. All new fuel pumps must be submitted to NHRA for acceptance. Fuel pumps must retain as manufactured gear or rotor outside diameter, depth, and tooth/lobe count. Fuel pumps with a second outlet must have one of the outlets capped or routed back to the fuel tank or return system. Fuel pump restricted to a total fuel delivery limited to 21.0 gpm at 4,000 rpm pump speed measured through a 0.300-inch orifice. Pump must be driven 1/2 crankshaft speed. NHRA reserves the right to confiscate fuel pumps or uphold competitor(s) protest request regarding fuel pumps at any time during or after the event for further inspection. Fuel tank and fuel lines must be within the confines of the frame and be protected from coming in contact with the track surface. Fuel lines in the driver's compartment prohibited except for a fuel-pressure gauge; lines must be steel or steel-braided with steel fittings. All flexible fuel-pressure lines, with the exception of the hat nozzle lines, must be pressure-tested and labeled. All testing must be hydrostatic for minimum 30 seconds at 750psi. Label must indicate date, PSI, and tester ID. Labeling must be impervious to nitromethane and brake clean. Must have fuel shutoff operable from the driver's seat. Fuel tank must be equipped with a positive locking screw-on cap. Maximum number of nozzles 24 (maximum 8 in injector hat, 16 in manifold). Y-nozzles may be used in lieu of individual nozzles in the manifold; limited to 16 nozzle jets. Down nozzles prohibited. Maximum fuel injector air inlet opening: 45 square inches measured at butterfly or throttle bodies, excluding cross shaft in fully open position. Fuel injector hat/scoops must be NHRA accepted prior to competition. No composite materials (i.e., carbon fiber/Kevlar, graphite, etc.) can be used in injector hat and/or scoop. Hat/scoop must be nostalgic in appearance, internal modifications allowed. Scoops limited to 12 1/2 inches above throttle body as measured from centerline of throttle shaft to top of scoop. The use of electric, pneumatic, or any other automatic way of switching or sequencing of fuel system is prohibited. Fuel system must operate on its own pressure as far as adding or subtracting fuel volume. Manual high-speed fuel system allowed.

NITROUS OXIDE: Prohibited.

OIL LINES: All flexible-pressure oil lines, excluding return lines and any line 30psi or lower in pressure, must be pressure-tested and labeled. All testing must be hydrostatic for minimum 30 seconds at 750psi. Label must indicate date, PSI, and tester ID. Labeling must be impervious to nitromethane and brake clean. Otherwise hard line mandatory.

CLUTCH, FLYWHEEL, FLYWHEEL SHIELD: Flywheel and clutch meeting SFI Spec 1.3 or 1.4 and flywheel shield meeting SFI Spec 6.2 mandatory. Clutch management system prohibited. Maximum number of discs, three. Release of clutch must be the result of a manual operation by the driver's foot. No staged systems allowed.

DRIVELINE COVER: Driveline must be covered in .0625-inch steel or aluminum 360-degree full cover. Couplers mandatory. All covers must be securely mounted to frame, either by a suitable crossmember or third member.

REAR END: Rear-end gear ratio limited to 3.90:1 (ratio numerically lower than 3.90:1; prohibited). Aftermarket full-floating or live axle assembly mandatory.

TRANSMISSION: Direct drive or two-speed transmission permitted. Two-speed transmission must be planetary-type design. OEM or Powerglide-type units prohibited. A ballistic shield covering all two-speed transmission units mandatory; must meet SFI Spec 4.1. A two-speed transmission may only be used in conjunction with a points-type magneto. Reverser mandatory

REVERSER SHIELD: A one-piece ballistic shield covering all units mandatory. Must meet SFI Spec 4.1.

BRAKES: Dual piston hydraulic rear wheel brakes mandatory. Application and release of brakes must be a function of the driver; electronics, pneumatics, or any other device may in no way affect or assist brake operation. Hand brake, if used, must be located inside body or driver compartment. Carbon-fiber brake rotors used in conjunction with carbon-fiber specific brake pads mandatory; all other materials prohibited. Steel brake lines mandatory. Fireproof brake-line covering mandatory on all flexible connection lines; see NHRARacer.com for a list of accepted manufacturers.

STEERING: Conventional automotive-type rod ends must be a minimum of 3/8-inch shank diameter and must be installed with washers to prevent bearing pullout. Removable steering wheel, if used, must meet SFI Spec 42.1

BALLAST: Permitted. Must be secured with minimum of two 3/8-inch, Grade 8 fasteners, per 100 pounds.

GROUND CLEARANCE: Minimum 3 inches from front of car to 12 inches behind centerline of front axle; 2 inches for the remainder of the car, except oil pan and headers.

PARACHUTE: Dual parachutes mandatory. Two separate shroud-line mounting points mandatory with sleeved 1/2-inch-minimum Grade 8 steel bolts with self-locking nuts or with nuts welded onto parachute brackets. Shroud-line mounting brackets must be constructed of minimum 3/16-inch 4130 steel. Fire-resistant protective covers must be on all parachute packs and unpacked shroud lines

ROLL CAGE: Chassis must have manufacturer's name, serial number, and date of manufacture. Chassis must meet SFI Spec 2.2 (front-engine cars). Effective Jan. 1, 2011, chassis must meet SFI Spec 2.2. Current certification will be accepted until they expire. Plating of chassis prohibited; painting permitted. Chassis must be inspected yearly and have serialized sticker affixed to frame before participation. Roll-cage padding meeting SFI Spec 45.1 mandatory where driver's helmet may come in contact with roll-cage components. Additional padding, mounted on flat stock and fastened to the roll cage on both sides of the driver's helmet, mandatory. Additional padding must be securely mounted using bolts or locking fasteners, and must include a flame-retardant covering. Pressurization of framerails in lieu of air bottles is prohibited.

SUSPENSION: Rigid rear suspension mandatory. Front suspension optional.

WHEELBASE: Minimum: 150 inches. Maximum: 225 inches on long side. Maximum wheelbase variation from left to right: 2 inches.

TIRES: Only M&H, part numbers MVD-004, MVD-005, MVD-010, and Hoosier, part number 18975, tires permitted. Race-only spec tires on front mandatory.

WHEELS: Minimum width: 10 inches. Maximum width: 12 inches, or as determined by spec tire requirements. Must be either beadlock design or use of a liner mandatory on non-beadlock wheels.

SHEET METAL: All sheet metal within the driver compartment must be aluminum or steel. Magnesium prohibited.

UPHOLSTERY: Seats must be foamed with energy-absorbing material and formed to the driver's body. Minimum one-layer, flame-retardant material mandatory as seat upholstery.

AIRFOILS: Side-mounted canard-type units permitted, securely mounted below the headers and in front of rear tires. Front wing permitted. Maximum canard wing surface 450 square inches per side. Canards may not extend more than 2 inches outside rear tire. Front wing must be no higher than top of front tires and may not extend outside of front tires. In addition, total front wing surface must not exceed 500 square inches. Maximum wicker on canards and front wings .500-inch. Canards and front wings only aerodynamic surfaces allowed. Any disguised surfaces prohibited. Maximum overhang limited to 30 inches, measured from the centerline of the forward-most front spindle.

BODY: Body and cowl must be metal, fiberglass, or carbon fiber/Kevlar. Driver compartment, frame structure, roll bars, and body must be designed to prevent driver's body or limbs from contacting track surface.

MOTORPLATE: Must be constructed of .250-inch aluminum or steel. Firewall must completely seal driver from engine. Magnesium prohibited.

IGNITION: For vehicles with direct drive: Limited to a single magneto with one coil and one spark box. Magneto limit: MSD 44 amp. No chips or computer-type ignition allowed. Timing retard or advance changes must be a function of the driver by mechanical means only. No electronic, pneumatic, or hydraulic timing change devices allowed. One action by the driver can only result in one function, one time (i.e., you may not incorporate a system through which a driver-activated switch or lever, or a wide-open throttle switch, starts a series of events).

For vehicles with two-speed transmission:

Single Magneto System Permitted:

- One Point style magneto with one single coil
- One Electronic MSD 3.5 inch diameter body magneto generator
- One MSD points box & MSD coil

**Electronic Magneto System Permitted: (System 1 Nostalgia Pro Mag 12LT)
(additional permitted components):**

- MSD Part Numbers: 8142 Red Coil, 8145 Red Point Box or MSD Part Numbers: 81423 Black Coil, 81453 Black Point Box

No amperage upgrades can be done to both the point and electronic style magnetos. (12 Amps maximum). MSD 4 inch diameter body generators prohibited. Rotation changes cap size and magneto drive adapter can be changed to adapt to different magneto drives and engine combinations. Crank triggers, traction control devices and MSD Grids prohibited. Battery connection between magneto generator and MSD points box prohibited. Timing retard must be a function of the driver by mechanical or pneumatic means only. A functional positive action, ignition ON/OFF switch located in the driver's compartment capable of de-energizing the entire system is mandatory. Driver must be able to easily access and operate the ignition ON/OFF when seated in a normal driving position while seat belts are secured. Momentary contact with prohibited. The ignition ON/OFF switch is to be used to shut off the engine if the fuel shutoff does not function properly.

DATA RECORDERS: Data recorders allowed but only for the purpose of gathering data; they can perform no function of engine, clutch, ignition, or fuel-system control.

FIRE EXTINGUISHER SYSTEM: Fire extinguisher system meeting SFI Spec 17.1 mandatory. Minimum 20-pound or more NHRA-accepted fire extinguishing system mandatory. Activation cables must be protected in bellhousing and engine area. Activation cables and distribution tubing must be steel. Must be installed per manufacturer's specifications. Carbon-fiber bottles prohibited.

AIR BOTTLES: No compressed air or similar devices allowed on car (except for use with a parachute only).

JACKS AND JACK STANDS: No work may be done under any car in the pits while supported by a jack. No car may be fired while on a jack. Jack stands are required while work is performed or while car is being warmed up. A licensed driver must be in the seat anytime the engine is running. Jack-stand devices must provide a minimum ground clearance of 7 inches from bottom of rear tire to ground while car is running.

PUSH STARTS: Prohibited.

ARM RESTRAINTS: Mandatory.

CREDENTIALS: Valid Nostalgia Top Fuel or equivalent license mandatory.

DRIVER RESTRAINT SYSTEM: Minimum 6-point, driver restraint system meeting SFI Spec 16.1 or 16.5 mandatory. All belts and mounting points must be covered with a fire-resistant material. Restraint system must be updated at two-year intervals from date of manufacture.

HELMET: Full-face helmet meeting Snell SA2015 mandatory with shield.

HEAD AND NECK RESTRAINT DEVICE/SYSTEM: At all times that the driver is in the race vehicle, from the ready line until the vehicle is on the return road, driver must properly utilize an SFI-approved head and neck restraint device/system, including connecting the helmet as required for full functionality of the device. The device/system must meet SFI Spec 38.1 and must display a valid SFI label. The head and neck restraint device/system, when connected, must conform to the manufacturer's mounting instructions, and it must be configured, maintained, and used in accordance with the manufacturer's instructions.

PROTECTIVE CLOTHING: Driver's suit meeting SFI Spec 3.2A/20, gloves 3.2A/20 boots 3.2A/20 and head sock 3.3 mandatory. All jacket and pants or driver suits that meet SFI Spec 3.2A/20 must be recertified on a five-year interval. A head sock is not mandatory when helmet is manufactured with a skirt labeled as meeting SFI Spec. 3.3. See General Regulations